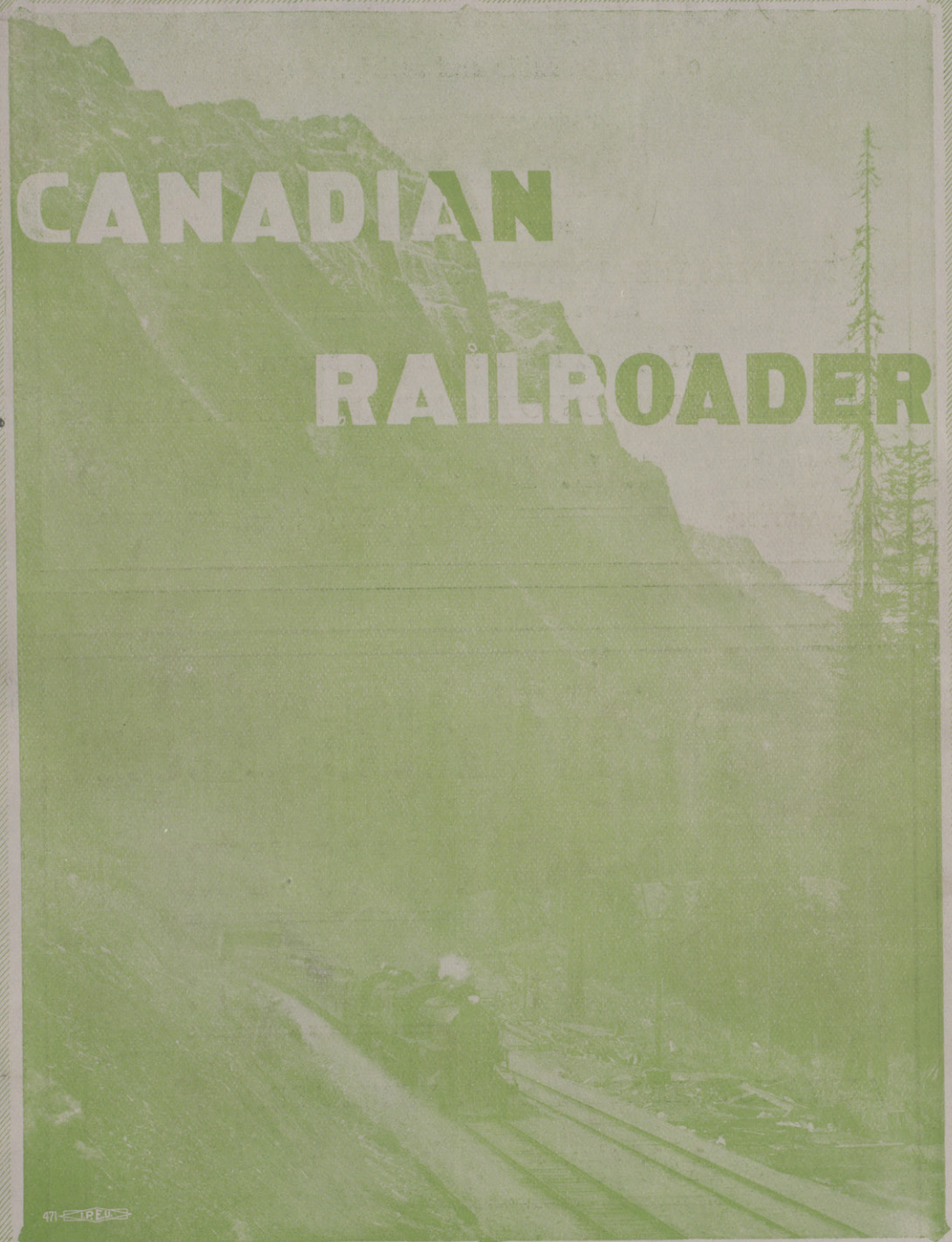
SH+7C162

Vol. I.—No. 2 Issued Quarterly. Price : 25c

AUG - 7 1946

CANADIAN RAILROADER



Estate of the late
Sir Edward Beatty.

A Non-Intoxicating

FOOD BEVERAGE

of the agreeable and satisfying type

MALTUM

(Registered)

(NON-INTOXICATING)

SHARPENS THE APPETITE, REFRESHES THE BODY AND SOOTHES THE STOMACH

Helps to build bone and brawn

FINE FOR HOME ENJOYMENT AND HOSPITALITY

Up-to-date Grocers, Druggists and Confectioners sell "MALTUM".

E. L. DREWRY, LIMITED

WINNIPEG, Man.



White Star

BAKING POWDER

: YEAST CAKES :

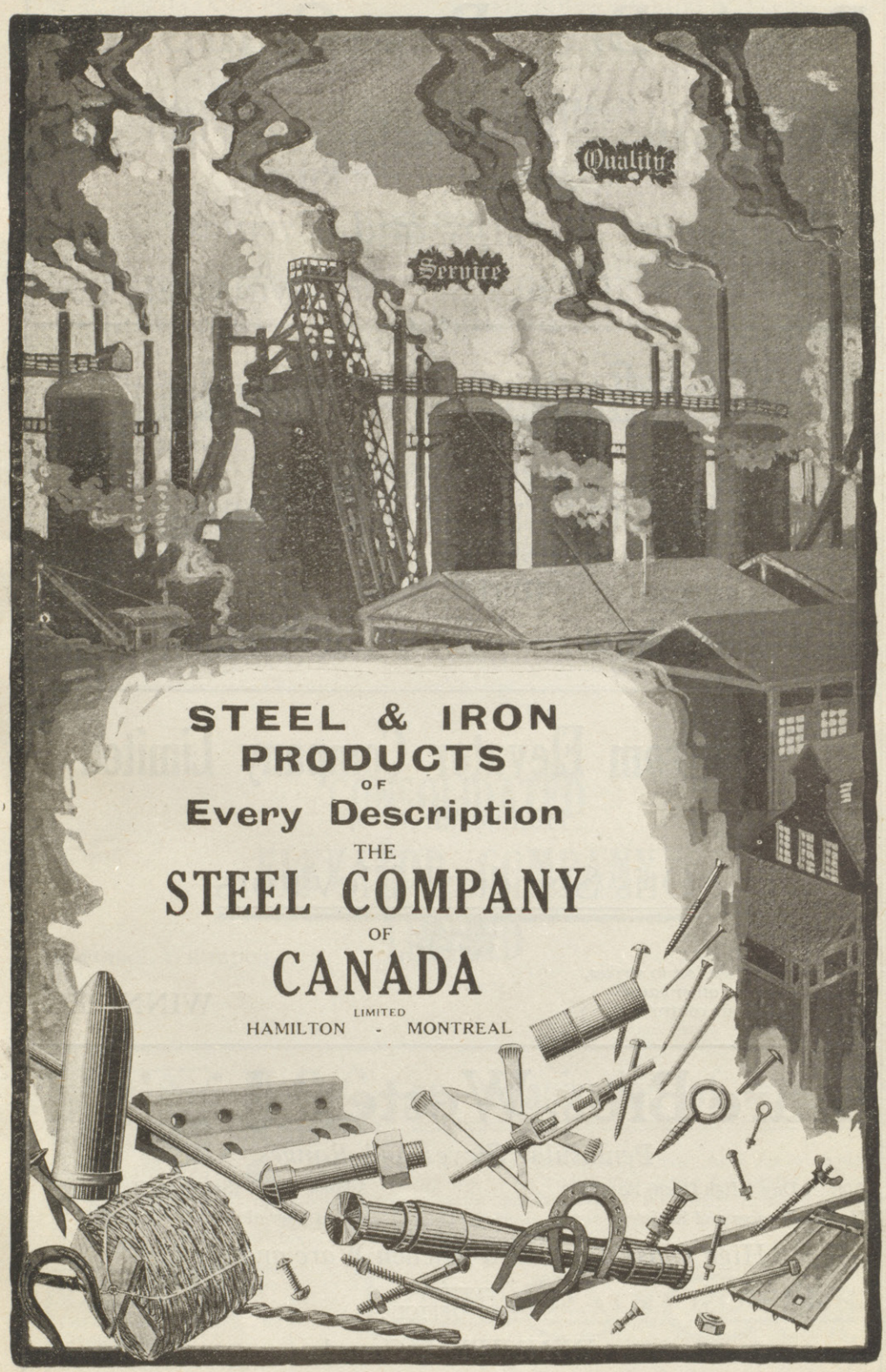
ALWAYS RELIABLE. ALWAYS PLEASE.

Ask for them!



WHITE STAR MANUFACTURING CO'Y.

WINNIPEG, MAN.


Quality
Service
STEEL & IRON
PRODUCTS
OF
Every Description
THE
STEEL COMPANY
OF
CANADA
LIMITED
HAMILTON - MONTREAL

Bemis Bro. Bag Company

Manufacturers and
IMPORTERS

Bags, Burlaps and Twines

WINNIPEG, Man.

Manitoba Gypsum Company Limited

Manufacturers of

"EMPIRE" WALL PLASTERS
"LION BRAND" HYDRATED LIME
"GYPSO FIBRE" WALL BOARD

WINNIPEG MANITOBA

Otis-Fensom Elevator Company Limited

Manufacturers of

Otis Standard Elevators

All agreements subject to strikes, accidents, or other causes beyond our control.

WINNIPEG

Clare Bros. Western Limited

Peninsular Stoves and Ranges

Lighter Day (High Oven) Ranges
Hecla Furnaces and Registers
Adanac Boiler (Steam or Hot Water)
Hydro Thermic (Steel) Radiators

High Class Enamelled Kitchen Ware and Metals

HEAD OFFICE :
WINNIPEG, Canada

CALGARY WINNIPEG EDMONTON

W. H. McWILLIAMS, *President*
G. F. BRIGGS, *Secretary*

SIR RODMOND ROBLIN, *Vice-President*
C. B. PIPER, *Treasurer*

THE EMPIRE ELEVATOR COMPANY, LIMITED

GRAIN EXCHANGE BUILDING
WINNIPEG

OPERATING TERMINAL ELEVATOR AT FORT WILLIAM

VICTORIA ELEVATOR COMPANY, LIMITED

Grain Merchants

426 GRAIN EXCHANGE **WINNIPEG, Man.**

CONSOLIDATED ELEVATOR COMPANY LIMITED

Head Office : Winnipeg Fort William, *Ontario*

U.G.G.--an organization of farmers

¶ Just as the various associations of railroad men are working together to uphold their rights and make for better living conditions — so do the farmers of Western Canada look to U. G. G. Ltd., to protect their interests when disposing of their products or buying their supplies.

Grain handled on Consignment.
Livestock handled on commission.
Farm Supplies sold for cash.

UNITED GRAIN GROWERS LTD.

Winnipeg, Regina, Saskatoon, Calgary

SIMPSON-HEPWORTH COMPANY, Limited

A Good

Commission Firm

208-222 GRAIN EXCHANGE WINNIPEG

THE

VULCAN IRON WORKS

LIMITED

WINNIPEG, Man.

GOODERHAM, MELADY & Company, Limited

Crain Exporters

AND

Commmission Merchants

735 GRAIN EXCHANGE

NEW-YORK WINNIPEG TORONTO

RANDALL, GEE & MITCHELL, LIMITED

Grain Commission

CALGARY WINNIPEG MINNEAPOLIS DULUTH

THE USE OF

Crescent Milk

BY YOUR CHILDREN IS A CHEAP FORM OF

Life Insurance

WINNIPEG - MAN.

Phone Main 6784

TOMLINSON & MITCHELL

Wholesale Lumber

Coast, Northern Spruce and Mountain Sock

Hardwood Shingles Posts

Union Bank Building

WINNIPEG, MAN.

WOOD, VALLANCE

LIMITED

WHOLESALE

HARDWARE MERCHANTS

WINNIPEG, Canada.

A complete stock always on hand of Bar Iron and Steel, Bolts and Spikes, Lumber Tools, Railroad Supplies, etc.

Sole Agents for

Barnsley Files and Steels

Try

SYRUP

OF

Rocky Mountain SPRUCE

FOR

COUGHS AND COLDS

Established 1876

SUPERIOR
BISCUITS and
Confectionery ::

PAULINS

MADE
--from the PUREST Ingredients amid sanitary surroundings.

BUY WESTERN GOODS AND KEEP YOUR MONEY IN CIRCULATION AT HOME

THE PAULIN CHAMBERS COMPANY, LIMITED

WINNIPEG, Canada

THE OGILVIE FLOUR MILLS COMPANY, LIMITED

Makers of the famous

ROYAL HOUSEHOLD

AND OTHER HIGH GRADE HARD SPRING WHEAT FLOURS

The Largest Millers in the British Empire

MONTREAL, FORT WILLIAM, WINNIPEG, MEDICINE HAT

Daily Capacity: 19,000 Barrels.

References:
ROYAL BANK OF CANADA
COMMERCIAL AGENCIES

BENSON-STABECK COMPANY, LIMITED

Grain Commission

WINNIPEG

DULUTH, MILWAUKEE, CHICAGO, MINNEAPOLIS

JAS. CARRUTHERS & COMPANY, LIMITED

Grain Exporters

MONTREAL, NEW YORK and WINNIPEG

GRAIN GROWERS! FARMERS!

We offer you unexcelled service in the complete handling of your grain shipments, particularly in the checking of grades and obtaining highest market prices.

Phone or wire us for prices. *Make your Bills of Lading read:*

NOTIFY

STEWART GRAIN COMPANY LIMITED

Track Buyers WINNIPEG Commission Merchants

Liberal Advances. Reference: BANK OF MONTREAL Quick Returns.

We are endeavoring to give our customers service - help us along by moving our cars promptly without delays :-: :-: :-:

NATIONAL ELEVATOR CO. Limited.

LAKE SHIPPERS' CLEARANCE ASSOCIATION

WINNIPEG, Manitoba

Capel Tilt, *Pres.* H. T. Swart, *Vice-Pres.* John Fleming, *Treas.*

F. W. Young, *General Manager* A. C. Ruttan, *Sec'y*

A. E. Spendlove, *Manager,* Winnipeg, Man.

J. A. Speers, *Manager* - - Fort William, Ont.

DIRECTORS: A. K. Godfrey, R. M. Wolvin, C. C. Fields

E. R. Wayland & Company

GRAIN EXPORTERS

Winnipeg, Man.

Rumford Laundry Limited

Laundering, Dry Cleaning

HIGH GRADE WORK ONLY

ONE DAY WORK ON REQUEST

Rumford Laundry Limited

Winnipeg **Brandon** **Portage La Prairie**

A Life Long Friend - Your Watch

A good Watch is more than just a piece of jewellery. It is an intimate personal friend — it is a business partner. It keeps our business, our trains, all of our many activities on schedule time, helps the individual to acquire a reputation for punctuality, and generally helps to keep him in step with the rest of mankind.

A good Watch costs so little nowadays that it is more foolish than false economy to buy anything but a good one. "Dingwall" Watches are good Watches.

Being Railway Time Inspectors, we know the sort of Watches Railroadmen want and must have. We keep the best of them. They are made specially for us by some of the finest watchmakers the world over, and are absolutely guaranteed — including the famous "Waltham" Watches.

A Catalogue showing our full assortment will be sent anywhere on request.

D. R. DINGWALL LIMITED

DIAMOND MERCHANTS, JEWELLERS & SILVERSMITHS

D. W. DINGWALL, Pres. JABEZ MILLER, Sec.-Treas.

Portage & Main WINNIPEG Main & Logan

Great West Electric Company Limited

WHOLESALE

ELECTRIC SUPPLIES AND AUTO ACCESSORIES

Washing Machines, Vacuum Cleaners, Motors, Generators, Electric Dish Washers

61-63-65 ALBERT STREET **WINNIPEG**

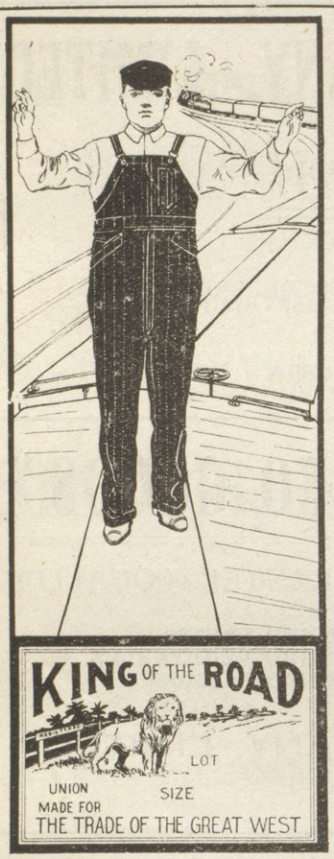
D. ACKLAND & SON

LIMITED

Manufacturers and IMPORTERS OF

Bent Wood Goods, Carriage Hardware, Blacksmiths Supplies, Hardwood Lumber

65 to 68 HIGGINS Ave. WINNIPEG, Canada



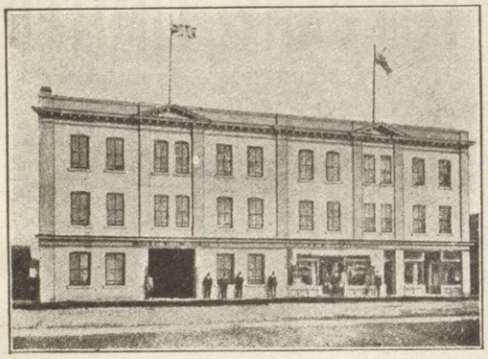
ESTABLISHED 1879

R. J. WHITLA & CO.

LIMITED

WHOLESALE
Dry Goods

WINNIPEG



P. S. BARDAL, Manager

A. S. BARDAL

FUNERAL
DIRECTOR

DEMA. SURGERY

THE MOST MODERN ESTABLISHED IN WINNIPEG

BEAUTIFUL ROOMS :-: MODERATE CHARGES

Bardal Block, 839-843-845 Sherbrooke St.

Phones Garry 300-375 Residence : Garry 2151 and 2152

THE G. McLEAN COMPANY, LIMITED

Wholesale Grocers

Prompt Shipment, Lowest Prices, First Quality Goods

WINNIPEG, MANITOBA

Always Ask for "DONALCO GOODS"

DONALCO is more than a label.— It is a GUARANTEE of QUALITY

TEA
COFFEE
PURE JAMS

CHILI SAUCE
CATSUP
TOMATO SOUP

CANNED FRUITS
CANNED VEGETABLES
CANNED SALMON

THE A. MACDONALD COMPANY, LIMITED
WINNIPEG, Manitoba

The JOBIN, MARRIN COMPANY, LIMITED

Wholesale Grocers and Importers

Pure Food Goods. Fancy Groceries a specialty.

158-162 MARKET STREET EAST WINNIPEG, Manitoba

HELP FOR THE HOUSEWIFE

Freedom from the Tax on Time and Strength the Chain that fastens her indoors, the useless Tax of Homebaking. There is deliverance in every loaf of

Don't accept a substitute
Demand ☞ **"HOLSUM BREAD"**

MADE CLEAN. DELIVERED CLEAN.

W. R. MILTON, 672 Bannatyne Avenue, WINNIPEG
PHONE: GARRY 440-441

The Northern Elevator Company, Limited

Grain and Commission Merchants

THE OLDEST AND THE BEST

Get best possible results by careful personal attention given to all consignments

209 GRAIN EXCHANGE WINNIPEG, Man.

SMITH, MURPHY & CO.

Grain Commission

AND

Export Merchants

763 GRAIN EXCHANGE BUILDING WINNIPEG, Man.

CENTRAL GRAIN COMPANY, Limited

Grain and Commission Merchants

WINNIPEG

WINNIPEG, Man. CALGARY, Alta. MINNEAPOLIS, Minn.

WM. J. BETTINGEN & COMPANY

Grain Commission

CONSIGNMENTS OF ALL GRAINS SOLICITED

Grain Exchange, Winnipeg. *Grain Exchange, Calgary.*

Chamber of Commerce, Minneapolis

Telephone us for market quotations, etc., to Winnipeg, Main 3750

All Aboard
FOR
Davies' Brand Goods

"Supreme in Quality"

RAILROADERS NEED THE BEST THERE IS IN THE WAY OF FOOD

DAVIES' PRODUCTS ARE THE VERY BEST PROCURABLE

and we offer you a wide variety to choose from, for instance: Smoked Wiltshire, Breakfast Bacon, Hams, Picnic Hams, Sweet Pickled Rolls, Butts, Fresh Pork Loins, Legs, etc., choicest Beef Roasts, Stems, New Laid and Select Eggs, Finest Creamery Butter, Prime Cheese, Pork and Beans, Corned Beef, Pure Lard, Peerless Shortening and "Last But Not Least" Peerless Pickles, the Pickle that tickles the palate.

RING UP ANY OF OUR STORES

The Wm. Davies Co., Limited

TORONTO, MONTREAL, WINNIPEG

COAL

Bituminous, Steam Sizes, for Prompt Shipment ex Docks at Montreal, Quebec and Three Rivers also f.o.b Cars at Mines in Pennsylvania

Century Coal & Coke COMPANY, Limited

310 DOMINION EXPRESS BLDG.

MONTREAL, Que.

Telephone—Main 7300

L. H. Goulet
FLORIST

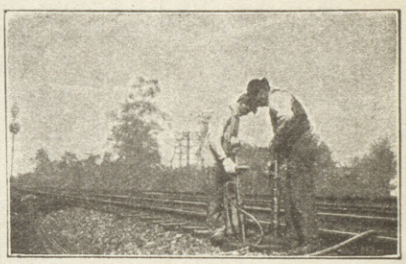
has the pleasure to announce to his customers that he has retaken his old store at

482 St. Denis Street

MONTREAL

You will find flowers and ferns for all occasions.

Tel.: Bell East 5717



Pneumatic Tie Tamping
Tamp by Compressed Air

Our "Imperial" Tamper tamps any kind of ballast uniformly and compactly.

Two men with "Imperial" Tampers will do more than eight men can do by hand.

Send for Bulletin 9023.

Canadian Ingersoll-Rand Co.
Limited
General Offices: Montreal, Que.

BRANCHES:
Sydney, Sherbrooke, Montreal, Toronto, Cobalt, Timmins, Winnipeg, Nelson, Vancouver.

JAMIESON'S
VARNISHES

Pure
Prepared Paints
Colors

R. C. Jamieson & Co'y
LIMITED
ESTABLISHED 1858

Montreal
Calgary Vancouver
Owning and operating:
P. D. DODS & CO., LIMITED

ALMY'S
LE PLUS GRAND LIMITÉE MAGASIN DE MONTREAL

The store where you and your family get 100 cents value out of every dollar you spend :-: :-:

ST. CATHERINE STREET
AT BLEURY

Avoid Unnecessary Traffic in the Home

Only one METER READER / BILL / PAYMENT

And get the extra
Discount
WHEN YOU TAKE OUR
"Dual Service"
GAS AND ELECTRICITY

The Montreal Light, Heat & Power Co.

CANADIAN
STEEL FOUNDRIES
LIMITED

STEEL CASTINGS
up to 100,000 lbs. each.

MANGANESE STEEL
and
SPECIAL TRACK WORK

General Offices:
TRANSPORTATION BUILDING
MONTREAL

"Tons of Satisfaction"

COAL AND WOOD

PHONES SHER. 62 & 64

THOS. JACKSON & SONS

370 COLONY STREET, WINNIPEG

ESTABLISHED 1901

THE WESTERN ELEVATOR CO. LIMITED

Elevators and Commission Merchants

461 GRAIN EXCHANGE WINNIPEG, MAN.

THE

PORT ARTHUR ELEVATOR CO. LIMITED

Operators of the

CANADIAN NORTHERN TERMINAL ELEVATORS

at PORT ARTHUR, ONT.

The Largest Elevator Plant in the World

CAPACITY, 9,500.000 BUSHELS

C. S. JUDSON COMPANY LIMITED

Farm Power Equipment

:-: Fencing Implements :-:

CATALOGUE FURNISHED FREE ON REQUEST

WINNIPEG, Canada

THE

Fort William Elevator Co.

LIMITED

WINNIPEG

Operating :—

Terminal Elevator : Fort William, Ont. **Horn's Elevator : Port Arthur**

Established 1857

James Richardson & Sons Limited

GRAIN COMMISSION MERCHANTS

Our long experience is at your service. Liberal Advances and Quick Returns

Write or Wire Nearest Office

KINGSTON, TORONTO, MONTREAL, QUEBEC, FORT WILLIAM, WINNIPEG, CALGARY, SASKATOON

The Canadian Elevator Company, Limited

GRAIN COMMISSION MERCHANTS

WINNIPEG

Alberta Pacific Grain Co.

LIMITED

Grain and Commission Merchants

CALGARY WINNIPEG VANCOUVER

The National Steel Car Co.

LIMITED

HAMILTON CANADA

BUILDERS OF

ALL TYPES OF FOREIGN & DOMESTIC FREIGHT & PASSENGERS

CARS

MANUFACTURERS OF BRAKE BEAMS, DROP FORGINGS, CASTINGS AND REPAIR PARTS FOR ALL CARS

General Office & Works

HAMILTON = CANADA

Cable Address : "NASTEEL"

BOILERS

We make boilers of all kinds for any service

We are also sole Canadian makers of Erie City Water Tube Boilers, Vertical and Horizontal.

The large number of pleased and satisfied owners of "INGLIS" Boilers is our best advertisement.

For (52) fifty-two years our boilers have been the standard. We have installations of our different types of boilers, which our representatives will be pleased to show to prospective purchasers. Write us for prices, etc.

INGLIS' PRODUCTS ARE "MADE-IN-CANADA"

The John Inglis Company, Limited

ENGINEERS AND BOILERMAKERS

14 Strachan Avenue Toronto, Canada

Ottawa Representative : J. W. ANDERSON, 7 Bank Street Chambers

THE

CANADIAN RAILROADER

The circulation of the magazine is devoted to the Canadian Railroad Men who are

RAILROAD ENGINEERS
RAILROAD CONDUCTORS
RAILROAD FIREMEN
SWITCHMEN AND BRAKEMEN
MAINTENANCE OF WAY MEN
AND
RAILROAD TELEGRAPHERS

GEO. PIERCE, *Managing Editor*

PUBLISHED AT

MONTREAL

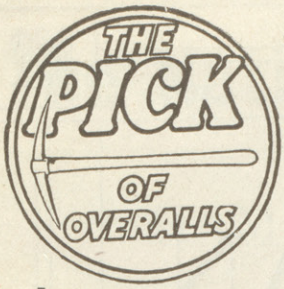
DANDURAND BLDG.

1918

Circulation in the following cities:

HALIFAX, ST. JOHN, QUEBEC, THREE RIVERS, SHERBROOKE, OTTAWA, TORONTO, HAMILTON, WINNIPEG, CALGARY, REGINA, EDMONTON, MOOSEJAW, VANCOUVER.

Mercantile Printing 1 *2 St. Paul Street East*



The PICK of Overalls

The triple stitched, thoroughly tailored garment, has leather end suspenders, brass loops, flexible buttons, made in striped, plain blue, or black.

THE FULL SIZED CUT AND PERFECT FINISH MAKE IT THE IDEAL OVERALL FOR THE RAILROAD MAN

If your dealer cannot furnish you with the "PICK of OVERALLS" *send us a card giving his name.*

The LEADLAY MANUFACTURING COMPANY LIMITED

WINNIPEG MANITOBA

PHONE GARRY 2620

When you Require Builders' Supplies or Fuel

D. D. Wood & Sons

LIMITED

DEALERS IN SAND, GRAVEL, CRUSHED STONE, RUBBLE, LIME, CEMENT, HARDWALL AND WOOD FIBRE PLASTER, FIRE BRICK, FIRE CLAY, SAND LIME BRICK, PLASTER PARIS, SEWER PIPE, DRAIN TILE, HARD AND SOFT COAL, WOOD, ETC., ETC.

OFFICE :

COR. ROSS and ARLINGTON STS.

YARDS IN CONNECTION

Prompt Delivery *Satisfaction Guaranteed*

WINNIPEG, MAN.

CONTENTS:

	Page
Editorials	5
Registration of Industrial Power	13
Labour and the New Social Order	15
Inter-Allied Labor War Aims	29
Heroes of the Road	37
Fifth Sunday Meeting (Montreal)	41
Fifth Sunday Meeting at Farnham	55
Compensation Act	57
Record of the Canadian Railway Men and the Canadian War Board	61
Mr. Howard G. Kelley (A Biography)	65
A Canadian Railroader Since 1869 (James Wallace)	66
Mr. Sam. Pugh (A Biography)	70
Labor Representation	71
Engine Drove Rail Home	72
In Railroad Service More Than Half a Century	74
Reconstruction — *By Warwick Chipman, K.C.*	77
The Penitent	80
Correspondence Column	81
Railroad Anniversary of National Interest	83
The Evolution of the Locomotive	85
A Word of Congratulation	87
The Avenues of Mastery	89
A Change of Treatment	92

INDEX OF ADVERTISERS

	Page
Abititbi Pulp & Paper Co., Ltd.	XXVI
D. Ackland & Sons, Ltd.	VIII
Acme Glove Works, Ltd.	XXII
W. E. Adams Coal Co., Ltd.	XXVII
Aird & Son, Reg'd	XLVII
Alberta Milling Co., Ltd.	XLVI
Alberta Pacific Grain Co., Ltd.	XV
Almys, Ltd.	XIII
Anthes Foundry Ltd.	XXXIX
Asbestos Corporation of Canada,Ltd.	XLVII
J. H. Ashdown Hardware Co., Ltd.	XXIV
Atlas Elevator Co., Ltd.	XVII
Arthur Balfour & Co., Ltd.	XLVII
A. S. Bardal	IX
Benson Stabeck Co., Ltd.	VI
Bemis Bros. Bag Co., Ltd.	II
Blackwoods, Ltd.	XLV
Blachford & Son	XLI
Brandram Henderson Ltd.	XXIII
British America Elevator Co., Ltd.	XXXV
British Coloumbia Mills Timber & Trading Co.	inside back cover
W. R. Brock Co., Ltd.	XXXIV
Brown's Copper & Brass Rolling Mils	XXXIV
Robert Bury & Co., Ltd.	XLIII
Canada Cement Co.	XXXIX
Canadian Elevator Co., Ltd.	XV
Canada Grip Nut Co.	96
Canada Metal Co.	XLI
Canadian Fairbanks Morse, Ltd.	XXXII
Canadian General Electric Co., Ltd.	XXIX
Canadian Drawn Steel Co., Ltd.	XXI
Canadian Ingersoll Rand Co., Ltd.	XII
Canadian Anilines & Chemical Co., Ltd.	XLIII
Canadian Cereal & Flour Co., Ltd.	XXXIV
Canadian Pipe Co.	96
Canadian Steel Foundries Ltd.	XIII
Canadian Tube & Iron Co.	XXXI
Canadian Westinghouse Co., Limited	inside back cover
Campbell Bros. & Wilson	XVII
James Carruthers & Co., Ltd.	VI
Cedar Cove Sash & Door Co., Ltd.	XLIV
Central Grain Co., Ltd.	XI
City Dairy Co., Ltd.	XVIII
City Ice Co., Ltd.	XLI
Civic Investment & Industrial Co.	XIII
Clare Bros. Western, Ltd.	II
Clark Bros. & Hughes	XXVII
The Codville Co.	XXXI
The Cooper Cap Co.	XXXVIII
Consolidated Elevator Co.	III
Crane & Co.	XXVIII
Crescent Creamery Co., Ltd.	V
D. Coughlin & Co.	XVII
Century Coal & Coke Co., Ltd.	XII
Darling Bros., Ltd.	XL
Wm. Davies Co., Ltd.	XII
Chas. Delorimier	96
D. R. Dingwall, Ltd.	VIII
Dominion Bridge Co., Ltd.	XLVII
Dominion of Canada Guarantee and Insurance Co.	outside back cover
Dominion Textile Co., Ltd.	XL
Dougall Varnish Co., Ltd.	XXXIX
E. L. Drewery, Ltd.	inside back cover
Dupuis Frères, Ltd.	96
Dominion Floral Co.	XXX
T. Eaton & Co., Ltd.	XXXI
H. P. Eckhart	XLVII

INDEX OF ADVERTISERS (*Continued*)

	Page
Edmonton Iron Works, Ltd.	XLVI
Elmhurst Dairy Co.	XXXV
Empire Elevator Co., Ltd.	III
False Creek Lumber Co., Ltd.	XLIV
Fearman Packing Co., Ltd.	inside back cover
Flint Varnish & Color Works, Ltd.	XXIII
Fort William Elevator Co., Ltd.	XV
Ganong Bros., Ltd.	XXXVII
R. G. Gordon Drug Co., Ltd.	XXV
Gooderham Melady & Co., Ltd.	IV
Great West Electric Co., Ltd.	VIII
Grafton & Co.	XXI
S. Groff & Sons	XXXV
Gunn Langlois, Ltd.	XLIII
Gunn's Limited	XVIII
L. H. Goulet	XII
George Hall Coal Co., Ltd.	XLI
Hamilton Carharrt Cotton Mills	XXVIII
Hamilton Bridge Co.,	XXI
Harper Construction Co.	XVII
Harris Abattoir Co., Ltd.	XVIII
Imperial Elevator & Lumber Co.	XI
Imperial Rice Milling Co.	XLIV
John Inglis & Co., Ltd.	XVI
International Mfg. Co., Ltd.	XLI
Gordon Ironsides & Fares Co.	XXV
Thos. Jackson & Sons	XIV
R. C. Jamieson & Co., Ltd.	XIII
Jobin Marrin Co., Ltd.	X
Jenkins Bros., Ltd.	XLI
C. S. Judson & Co., Ltd.	XIV
Thos. Kelly & Sons, Ltd.	inside back cover
Laidlaw Bale & Tie Co.	XLIII
Laidlaw Mfg. Co., Ltd.	II
Lake Shippers Clearance Co.	VII
Laporte, Martin, Ltd.	XLIII
Laurentide Co., Ltd.	XLII
A. C. Leslie & Co., Ltd.	XXXIV
Matthews, Ltd.	XIX
Matthews Blackwell, Ltd.	XXXV
Marx & Rawolle	XXXIV
Matthews Blackwell, Ltd.	II
P. P. Martin, Ltd.	XLIII
Matthews Blackwell, Ltd.	XVIII
Manitoba Gypsum Co., Ltd.	II
Martin Bole & Wynne, Ltd.	V
Martin-Senour Paint Co., Ltd.	XXVI
Marshall Wells Alta Co.	XLVI
A. McDonald Co., Ltd.	X
G. McLean Co., Ltd.	X
McLaughlin Carriage Co., Ltd.	XXIV
R. E. McLean Grain Co., Ltd.	XXIV
McDonald Crawford Co., Ltd.	XXXV
McDonald Cooper, Ltd.	XXXVI
Mickle, Dyment & Sons	XXXIV
Montreal City and District Savings Bank	XXXV
Montreal Dairy Co., Ltd.	XIX
Montreal Fruit Exchange	XLIII
Montreal Wool Mosaic	XXXV
Monarch Lumber Co.	XXXI
Henry Morgan & Co.	XL
Munderloh & Co, Ltd.	XL
W. R. Milton	X
Philip Morris & Co.	XLI
National Elevator Co.	VII
National Steel Car Co., Ltd.	XVI
News Pulp & Paper Co., Ltd.	XL
Northeastern Lunch Co., Ltd.	XL
Northern Elevator Co.	XI
Ogilvie Flour Mills, Ltd.	VI
Olive & Dorion	XL
O-Rib-O Mfg. Co., Ltd.	XXVII
Osler Hammond & Nanton	XX
Otis-Fensom Elevator Co.	II
C. A. Olmsted & Son	XLVII
Paige Motor Cars, Ltd.	XIX
John Palmer & Co., Ltd.	XXIII
N. M. Patterson & Co., Ltd.	XXV
Paulin Chambers Co., Ltd.	VI
Petrie Manufacturing Co,	XXXIV
Eugene F. Phillips Electrical Works, Limited	XXX
D. S. Perrin & Co., Ltd.	XLV
Hiram L. Piper Co., Ltd.	XXXIII
Prairie City Oil Co., Ltd.	XXXVII
Port Arthur Elevator Co.	XIV
Randall Gee & Mitchell, Ltd.	IV
Rat Portage Lumber Co.	XXXVII
George W. Reed & Co., Ltd.,	inside back cover
Revillon Wholesale, Limited	96
James Richardson & Sons, Ltd.	XV
Robertson & Hackett Sawmills, Ltd.	XXXVIII
Rolland Paper Co., Ltd.	XLIII
Royal Bank of Canada	XLVIII
Rumford Laundry	VIII
Security Storage & Warehouse	XLV
Sheet Metal Products Co., Ltd.	XXIII
Simpson Hepworth Co., Ltd.	IV
Howard Smith Paper Mills, Ltd.	XLVII
Smart Woods Limited	XXX
Smith Murphy & Co., Ltd.	XI
Smart Woods Limited	XXXV
Spiers Parnell Baking Co., Ltd.	XLV
St. Georges Store, Reg'd.	XXXVIII
St. Lawrence Iron Foundry, Ltd.	XXXIII
St. Lawrence Sugar Refineries, Ltd.	96
St. Lawrence Flour Mills, Ltd.	XLVII
Standard Paint Co.,	XXXIV
Steel Company of Canada, Ltd.	I
Stewart Grain Co., Ltd.	VII
Société des Eaux Purgatives Riga	95
Southam Press, Limited	XXII
Swedish Steel & Importing Co., Ltd.	XLIII
Singer Sewing Machine Co.	XXXVI
Terminal Warehouse, Reg'd.,	inside back cover
Tetrault Shoe Mfg. Co., Ltd.	XXXIV
Tees & Co.	XXXVIII
Fred. Thomson & Co., Ltd.	XXXIV
Tomlinson & Mitchell	V
United Grain Growers, Ltd.	III
United Shoe Machinery Co.	XXXIII
Union Drawn Steel Co., Ltd.	XXI
Vapor Car Heating Co.	XXXIX
Vancouver Lumber Co., Ltd.	96
Victoria Elevator Co., Ltd.	III
J. B. Vinet	XIX
Vulcan Iron Works, Ltd.	IV
Thos. C. Watkins, Ltd.	XXX
E. R. Wayland & Co., Ltd.	VII
Western King Mfg. Co., Ltd.	XX
Western Elevator Co.	XIV
Western Canada Flour Mills	XXXIII
Whalen Pulp & Paper Mills	XLIV
White & Manahan	XXVII
Whyte Packing Co.	XLIII
White Star Mfg. Co.,	inside front cover
Winnipeg Supply & Fuel Co.	XXIV
R. J. Whitla & Co., Ltd.	IX
D. D. Wood & Sons, Ltd.	2
Wood, Vallance, Ltd.	V
Jos. C. Wray & Bro.	XLI

The
Canadian Railroader
A JOURNAL OF THE PEOPLE

Vol. I.—No. 2. MONTREAL, APRIL 1918. Issued Quarterly.

EDITORIAL

THE LAND SETTLEMENT BOARD

THE government has recently announced the appointment of the Soldier's land settlement Board. The temporary acting chairman is Mr. S. W. Maber of the Department of the Interior; Maj. Ashton, D.S.O. of Regina; and Mr. C. F. Holland of Winnipeg. It is evident that the War Veteran's Association is greatly disappointed in the personnel of this commission.

An editorial in the Veteran, which is the official publication of the War Veterans' Association, bitterly assails the government on the appointments that have been made. It is admitted that Mr. Maber is a man of ripe, administrative experience. No exception is found to his appointment. As regards Major Ashton, who has an excellent record at the front, it is pointed out that he shares this distinction with at least two hundred thousand other Canadians and they assert that this record forms no especial qualification for one of the most delicate and important posts which the government has at its disposal. Major Ashton was identified in farming with the Barr Colony but after a brief experience abandoned farming to engage in the furniture business in Lloydminster, Sask. It is very difficult to understand just why the government elected Major Ashton for the Land Settlement Board when apparently he has had no experiences which would qualify him for this very responsible position.

Mr. C. F. Rolland was for some years commissioner for the Winnipeg Industrial Bureau. The Veteran says "He has had a long and valuable experience in haranging American real estate exchanges and writing verbose pamphlets about the merits of Winnipeg as a location for manufacturers. If the government desires to plan the Soldiers settlement board after the manner in which Melville, Sask., and Athabaska Landing, Alta., were boosted in the far off days of the Western boom there could have been no more fortunate choice than Mr. C. F. Rolland. If again the government desires an advance agent for vaudeville to amuse the lonely veterans on their homesteads, Mr. Rolland's services will doubtless in time become very valuable."

Our returned soldiers, among whom are a great number of public spirited men who stand very high in the community as

business men have been making a systematic, careful study of rural problems on general agricultural economics. These gentlemen have made very extensive studies and have acquired valuable information on the question of co-operative agricultural movements in Ireland and Denmark. It is a very difficult and delicate operation to transform a weary, war-worn soldier into a competent, interested and contented farmer and it will require the application of intellectual skill and psychological insight to obtain satisfactory results.

The Great War Veterans' Association made a very reasonable demand upon the government in our opinion. They asked that their association should have the privilege of nominating one member to the Land Settlement Board. This appears to us to be a very reasonable and very modest, a sensible and a democratic demand. It is inconceivable why the government has seen fit to ignore the well-defined attitude of the War Veteran's Association in nominating Capt. Ivan Finn, the representative of Saskatchewan on the Great War Veterans' Association's executive. Capt. Finn has a splendid military record at the front, he is a practical and successful farmer who has devoted great study to western agricultural problems and the co-operative agrarian developments in other countries. Capt. Finn's nomination was indorsed by numerous branches of the Great War Veterans' Association and was submitted to the government. Continuing the editorial says: "Furthermore in making these appointments the government has been guilty of a direct breach of faith towards the Great War Veterans' Association, unless the word of government is to be regarded as a scrap of paper in other places than in Germany. There was a distinct promise that the War Veterans were to have the privilege of nominating one member of the Land Settlement Board..... unfortunately Capt. Finn was known to be a man of independence and moral courage and therefore a type unlikely to accept with complaisance, schemes which might foist upon the country at fancy prices the land held in the west by speculators and powerful corporations, therefore he must not be allowed to plague the peaceful realms of Ottawa with his presence and he was rejected. Major Ashton whom the government knew to be entirely unacceptable to the Great War Veterans' Association was summarily determined upon and all protests against his appointment were disregarded. Yet the next day a minister had the effrontery and sinicism to arise at a public function and convey the impression that Major Ashton was the chosen representative of the returned soldiers, adding that nothing was too good for the brave boys..... the government has broken its plighted work and started upon a career of favoritism and trickery to which there can be only one end in these days of awakened democracy." Certainly this situation at Ottawa will bear watching. The returned soldier is after

all, the brother of the working man. One wears the khaki of the military organization and the other the uniform of organized industry, the blue overall. The one has fought amid the carnage, the blood, the horror, the crash of war in Flanders; the other has fought with equal courage and determination and tireless fortitude the endless grim and silent industrial battles of the past that sought to bring to mankind, some of the bounties of life and some of the blessings of brotherhood.

And now that he has come back, battle worn and weary, scarred and soul sick, with the terrible horror of war, we mean to fold him to our hearts and help him back to health and happiness and worldly comfort, with every ounce of determination and courage and with the infinite patience, possessed only by men who have suffered themselves. We do not believe that the action of the government in this instance, was either fair or wise and we do not hesitate to say so.

"The Canadian Railroader" is an absolutely unpartizan publication. We shall fight for right and against injustice wherever we find it. In this issue, we are attacking the Liberal government at Quebec because our demand for a commission to study the Compensation Act was ignored and we are finding fault with the Union Government at Ottawa because of the manner in which the Land Settlement Board has been constituted in direct opposition to the expressed will and desire of the Great War Veterans' Association. In other words, we play no favorites. Social justice is our motto.

REGISTRATION

IN THE current number, the very important question of the registration of the industrial power of Canada is discussed by Senator G. D. Robertson, who is chairman of the committee which has this work in hand.

The difficulty of his task of scientifically registering and anotating, for practical use, over six million names can hardly be estimated or remotely realized by the average man.

The policy of calling into earnest consultation fifty-three labor leaders from all parts of the Dominion, to offer suggestions as to ways and means of affecting a workable and practical plan of registration is highly commendable. It is very evident that Senator Robertson realizes the value of co-operation.

Only the greatest good can come to the people of this Dominion through a scientific computation of our real resources.

"The Canadian Railroader" hopes that every reader will assist in making the co-operative efforts of our labor leaders a success by promptly complying with the regulations of the Canadian Registration Board, when they are issued.

THE COMPENSATION ACT

THE recent session of the Quebec Parliament has had the effect of opening the eyes of the working and middle classes of this province to the very self-evident fact that the annual pilgrimages of Labor representatives to Quebec, which involve the expenditure of considerable sums of money and unlimited energy, are a waste of time and an exceedingly bad investment.

Experience is the great teacher. Experience proves that it is absolutely futile, year after year, to crawl upon bare and bended knees, to the glittering Political Throne, where we may view, with fear and trembling the Unruffled Master, with a swarm of courtier politicians, buzzing about, eagerly expectant upon a look or a nod. If experience proves that to squirm and creep before this august assemblage, pitifully begging for a few crumbs to assuage the urgent hunger of the industrial masses who are waiting in the valleys and the shadows; if experience proves beyond argument that these annual pilgrimages to the dazzling, bedizened court at Quebec, are meaningless and utterly unproductive of results, then it is high time that old methods shall be abandoned and new ones instituted.

It is very evident that our Legislators have not seen the Great Ascension. They may know something of the Ascension that occurred two thousand years ago, because it is only natural that they should have some knowledge of occurrences that are so ancient, but it is quite apparent that they are utterly unfamiliar wtth the Great Ascension of 1918. They do not know that out of the shell hole of war, with back bent, bruised and battered, with the dawn of a new civilization shining upon his brow, Labor has emerged, the roar of the guns in his ears, the gashes of war running red and pressed to his heart, is a program for National Reconstruction. In other pages of this magazine that program appears.

Seven million men approved it. It has thundered across the world and electrified the workers and the middle classes. It has leaped the oceans, it has penetrated the wildest regions, it has penetrated everywhere — everywhere, — but its echo has not yet been heard in the musty silences in the Legislative Palace in rock-bound and ancient Quebec.

This is the reason why the workers of the Province of Quebec were not able to secure the appointment of a commission which would insure a Compensation Act that would be efficient and modern and on a par with acts in force in other provinces in the Dominion. This is the reason why the united forces of Labor were unable to secure a moratorium for the conscripted soldier which would protect his property and encourage thrift while he

was at the front; and this is the reason why at the very moment when the National Labor Party in Great Britain, realizing the necessity for political representation is preparing four hundred candidates for election — this is the reason why the mighty powers in Quebec suddenly abrogated the rights of the citizens of the first city in Canada to choose and elect the men who would govern the metropolis. And this is the reason why one of the nabobs in our flourishing community, introduced and was able to put over a law requiring candidates to put up a $500.00 deposit; AND THIS IS THE REASON WHY NO LABOR ORGANIZATION, NO PROGRESSIVE BODY, NO INSTITUTION OR PUBLIC GATHERING REPRESENTATIVE OF THE WORKING AND MIDDLE CLASSES WAS CONSULTED ON THE VERY VITAL QUESTION, THE SACRED QUESTION, OF TAKING AWAY THE RIGHT OF THE PEOPLE TO SELECT AND ELECT THEIR OWN MEN TO GOVERN OUR OWN CITY.

The effrontery, the bold autocracy of these political actions is one of unparalleled audacity. We are told in substance, "You people of the Province of Quebec, you are wonderfully wise. Your discrimination is marvelously clever, you are endowed by nature with wonderful mental gifts, as is abundantly apparent by your electing us to office, but now that you have done so, go back to your hovels, crawl into your holes, go back to the sweat, the grind, the toil of your work — enjoy a long and well-earned political slumber. You are competent to vote for us, but you are absolutely incompetent to choose the men who shall govern your own city, so go to sleep. We shall govern, appoint whom we please — it is the law and nothing remains for you but to obey."

Fine program.—Is it any wonder that we did not get the appointment for a commission to study the Compensation Act. The people of the Province of Quebec will always vote as Liberals when opposed by a Conservative Party but the people of this province may still have an alternative in the very near future. There are seething movements on foot among progressive bodies throughout the province to form a central group who shall have as a platform the sacred precepts of a new democracy under the auspices of the organized groups, which shall represent the middle Classes, the Labor groups, the Returned Soldiers group, the Agricultural group, the Single Taxer, the Fabien, the Socialist groups and the suffrage groups and when that day comes and it is not far-distant, it may become very apparent to all parties concerned that the people have not been slumbering and that the deep snoring sounds heard from time to time, really emanated from

our beloved politicians who are indulging in slumbers that have become somnambulistic.

Do not forget that the working people, the laboring classes of this Province asked for the appointment of a commission to study the question of new Compensation Act. It was denied us point blank.

But the Board of Trade, the Builders' Exchange, the Patent Leather Gentry gumshoed up to Quebec and got nearly everything they asked for. There was a Tramway Commission appointed and there was a Commission appointed to govern the City.

Moral:—When you want something from Quebec, take off your overalls, put on patent leathers and sport a full dress suit. We are earnestly intending to recommend that all Labor delegations in the future shall be crowned by silk top hats and be quartered with all necessary ceremonials at the Chateau Frontenac.

LABOR IN POLITICS

IN CANADA as in United States there is practically no representation of labor in the administrative bodies. In Great Britain the labor party is a real and permanent power in politics and its representatives are prominent figures in the Privy Council list. It has produced men who are in the very forefront of political life and who will prominently be connected with the coming peace negotiations. Such men as Henderson, Smiley, MacDonald and Richardson are considered men of international prominence.

In Australia, the government of the Commonwealth and of the component states have been under the direct control of the labor vote for many years.

In our political life and in the United States, the labor party as an organized political body is practically non-existent. For a time a few Socialists sat in Congress at Washington and spoke for a part of the workers but with little or no influence. At Ottawa on rare occasions, labor leaders have been seated.

The city of Hamilton produced Mr. Whitton. He soon lost his identity as a labor man by accepting a political office. Mr. Putty, the editor of the labor paper in Winnipeg was elected from Winnipeg but when the House of Commons was dissolved, he failed in re-election. British Columbia produced Mr. Ralph

Smith and he bid fair to become the John Burns of Canada. However he failed for re-election. The city of Montreal first sent Mr. Lepine and afterwards Mr. Verville to the House of Commons. The tenure of office for Mr. Lepine was of very short duration. The long career in Parliament of Mr. Alphonse Verville is described by "The Gazette" to be due to the Liberal party as much as to labor.

About forty-four candidates presented themselves as labor candidates during the last election and of these only three were successful: Mr. Alphonse Verville of Montreal, Mr. Harrison, C. P. R. Conductor of Nipissing and Mr. Studholme. As regards to Provincial Legislatures, the record is equally uninspiring. The first representative in the Ontario Legislature was Mr. D. J. O'Donnahue who finally accepted an office from the government of the day. Mr. Allan Studholme of Hamilton is the sole and only representative of the Ontario Provincial government to-day. As far as the Quebec government is concerned, not a single representative of labor elected by labor votes has taken a seat.

The Fifth Sunday Meeting Association proposes to follow in the footsteps of the British Labor Party with the object and intent of organizing the workers of this Dominion for political representation. We aim to introduce the methods of the British Labor Party and we hope to attain a proportionate success in electing to office men from our own ranks, who by reason of experience and training will be able to fight in the interests of working men and assure to them the protective legislation, so sadly needed.

CONGRATULATIONS

WE NOTE with great satisfaction that the Veteran, which is the official organ of the Great War Veterans Association, is publishing the Reconstruction policy of the British Labor Party. This is a move in the right direction and will be appreciated by all Trade Unionists from coast to coast.

If we are to progress in Canada, we shall have to study the progress of the British Labor Party because the organized labor movement of Great Britain is far in advance of the Canadian and American movements. By focussing the attention of the Canadian public, particularly with reference to the returned soldier, on the march of industrial progress in the Mother Country, a public opinion will be created in the Dominion which will prove of inestimable value to the working and middle classes of Canada.

Notice to the Public

"The Canadian Railroader" is the organ of the Fifth Sunday Meeting Association of Canada. It, in no manner, shape or form is connected with, or represents any of the following Grand Lodges or locals and divisions of such, viz: — the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railroad Conductors, the Brotherhood of Railroad Trainmen, the Order of Railroad Telegraphers, the International Brotherhood of Maintenance of Way Employees.

The Fifth Sunday Meeting Association is an organization of Canadian Railroadmen in all branches of the service, organized for the purpose of education and political representation in exactly the same manner as the Workmen's Educational Association of Great Britain. All advertisers must understand, herewith, that donations are not accepted. In supporting the Canadian Railroader by advertising or subscribing to the magazine, a great Canadian educational movement is being supported among Canadian Railroadmen in all branches of the service.

The specific intent of this announcement is to prevent any business concern in Canada or elsewhere, from placing advertisements in the "Canadian Railroader" under the belief that the "Canadian Railroader" represents the aforementioned organizations.

The membership of the Fifth Sunday Meeting Association is composed entirely of men who are lococomotive engineers, firemen, brakemen, conductors, trainmen, yard men, telegraphers and maintenance of waymen who have joined the Association as Canadian citizens and British subjects.

THE CANADIAN RAILROADER.

REMEMBER

The next Fifth Sunday Meeting will be held on Sunday, June 30th, 1918, at 7.30 P.M., at Stanley Hall, Montreal.

Be sure to attend.

SUBSCRIBE

To the Canadian Railroader. Send in your dollar to-day for a year's subscription.

Registration of Industrial Power

by Senator G. D. ROBERTSON

The Dominion Government has decided after careful consideration to take a complete inventory of Canada's Industrial requirements and of Canada's man power.

The Union Government was formed and endorsed by the public because of the universal desire for a closer co-operation of all our people, to harmonize all interests, and to promote efficiency in production of foods and other materials most essential to the success of our war efforts.

In certain localities it has been represented that labor cannot be obtained and the importation of Chinese Coolie Labor strongly urged. The labor organizations in Canada have been consulted and hold that there is labor available in Canada to meet all reasonable requirements, if properly distributed, and properly treated as to conditions of employment and compensation.

Labor has offered to voluntarily meet the requirements as far as is possible if advised of when and where the service is most needed, and to cooperate with and assist the government in taking a compulsory registration of all our people over 16 years of age, for this purpose.

By this means the needs of industries will be ascertained and the government will be able to bring together the employer who needs labor and the workman who wants employment, which will be to the mutual advantage of both, as well as to the country itself.

Labor organizations in Canada are not cooperating in this undertaking because they approve of or desire to prolong war; they are proposing to do their part to assist in preserving the world from a military domination and its working people from the oppression that would surely follow were the policies of our enemies to prevail.

They are, furthermore, putting their shoulders to the wheel for humanitarian reasons and to assist in replenishing the fast decreasing world supply of food.

In Canada, where we still have plenty to eat, our people do not realize the gravity of the food situation the world over or that in several countries thousands of people are dying of starvation every week because there is no food for them in their own land, nor any to spare elsewhere.

The surplus supply of food in the granaries of the world is well enough exhausted, and production is decreasing, due to so many millions of men being withdrawn from production into destructive activities.

If war were to end to-morrow it would require a year to get our armies demobilized; meanwhile the food situation would daily grow more acute.

If war continues for long our civilian population will surely find food both scarce and expensive.

Remembering that every additional bushel of wheat grown, that every extra bushel of potatoes produced, means a human life preserved if not actually saved ought to stir every true Canadian to extra effort in the direction of increased production of foods of all sorts and in promoting the utmost efficiency in all our war efforts, thereby hastening its termination.

FOREWORD

GEORGE PIERCE, Editor.

THE following document is earnestly recommended to the readers of the Canadian Railroader as worthy of the most careful study and examination. It is the proposed reconstruction program of the British Labor Party. It has been prepared by a sub-committee of the Executive for consideration by the Party, but before being adopted it will be discussed and deliberated upon any detail by the general membership of the organizations which constitute it and again considered by a general party conference.

At this time it is only a draft and therefore may become modified in numerous instances before it is adopted as the official platform of the Party. The Canadian Railroader is republishing it in the belief that it is worthy of very careful consideration in this Dominion. The fact that a new Labor Party is in process of formulation in the Dominion of Canada and that this political party will closely reflect political labor movements in the Mother Country makes it a matter of vital importance to all progressive laborites to understand and fully comprehend just what political occurences are taking place in England.

It is very evidently a very remarkable document, formulated with extreme care and comprehending great ideals of reconstruction. It does not stoop to the tricks, so commonly practiced by the old political parties of bating for votes. It contains a careful survey and analysis of Industrial legislation and social experience during the past four generations. It seems to establish a common meeting ground and sweep away the barriers, misunderstandings and factional disturbances that have beset the growth of the British Labor movements.

The New Republic has this to say while considering this document from an American viewpoint. It is particularly interesting to Canadian Trades Unionists because Canadian Trades Unionism is international with American Trades Unionism. It is "a historical, a scientific and political document which, although it was worded by a sub-committee, was written as a result of the sufferings, struggles, the experiments, the failures, the successes, the aspirations and the thinking of the British wage earning classes during its four generations of conscious development."

"Many American readers who are accustomed to the timidities and tepidity of American progressivism will shrink from the drastic character of much of the proposed social and financial legislation. But they must harden this to consider the social problems as a far more grave and serious and unescapable responsibility than it was before the war. If the American people are too limited or too blind to admit a programme of this kind into serious political discussion, they will only provoke and even justify a far more drastic and dangerous kind of agitation. The social reconstruction proposed in this programme is not put forth by some little group of social reformers or of anti-social revolutionists. It is proposed as the platform for one of the most powerful parties in Great Britain — a party which will contest almost every constituency in the coming general election and which, unless it is opposed by a coalition, may elect a majority of the House of Commons. This is no reason why an American should not reject the proposed programme with the utmost good will, but it is a reason for taking care that he does not reject it merely because it clashes with his familiar prejudices and can be condemned by some such approbrious word as "socialistic." The British Labor party has lifted quantitative socialism of the kind long advocated by the Fabian Society up to the level of immediate practical political discussion. Its proposed programme cannot be applied to this country without many modifications, but it will go ill with us unless a party is formed in America which will formulate and fight for a programme of American reconstruction which, however different from the following document, will at least not fall below it in courageous, scientific and thorough-going radicalism."

Labor and the New Social Order

IT BEHOOVES the Labor party, in formulating its own programme for reconstruction after the war, and in criticizing the various preparations and plans that are being made by the present government, we look at the problem as a whole. We have to make clear what it is that we wish to construct. It is important to emphasize the fact that, whatever may be the case with regard to other political parties, our detailed practical proposals proceed from definitely held principles.

The End of a Civilization.

We need to beware of patchwork. The view of the Labor Party is that what has to be reconstructed after the war is not this or that government department, or this or that piece of social machinery; but so far as Britain is concerned, society itself. The individual worker, or for that matter the individual statesman, immersed in daily routine-like the individual soldier in a battle—easily fails to understand the magnitude and far-reaching importance of what is taking place around him. How does it fit together as a whole ? How does it look from a distance. Count Okuma, one of the oldest, most experienced and ablest of the statesmen of Japan, watching the present confliict from the other side of the globe, declares it to be nothing less than the death of European civilization. Just as in the past the civilization of Babylon, Egypt, Greece, Carthage and the Great Roman empire have been successively destroyed, so, in the judgment of this detached observer, the civilization of all Europe is now receiving its death blow. We of the Labor Party can so far agree in this estimate as to recognize in the present world catastrophe, if not the death, in Europe, of civilization itself, at any rate the culmination and collapse of a distinctive industrial civilization, which the workers will not seek to reconstruct. At such times of crisis it is easier to slip into ruin than to progress into higher forms of organization. That is the problem as it presents itself to the Labor party. What this war is consuming is not merely the security, the homes, the livelihood, and the lives of millions of innocent families and an enormous proportion of all the accumulated wealth of the world but also the very basis of the peculiar social order in which it has arisen. The individualist system of capitalist production, based on the private ownership and competitive administration of land and capital, with its reckless "profiteering" and wage-slavery; with its glorification of the unhampered struggle for the means of life and its hypocritical pretense of the "survival of the fittest"; with the monstrous inequality of circumstances which it produces and the degradation and brutalization. both moral and spiritual, resulting therefrom, may, we hope, indeed have received a death blow. With it must go the political system and ideas in which it naturally found expression. We of the Labor party, whether in opposition or in due time called upon to form an administration, will certainly lend no hand to its revival. On the contrary, we shall do our utmost to see that it is buried with the millions whom it has done to death. If we in Britain are to escape from the decay of civilization itself, which the Japanese statesman foresees, we must ensure that what is presently to be built up is a new social order, based not on fighting but on fraternity—not on the competitive struggle for the means of bare life, but on a deliberately planned cooperation in production and distribution for the benefit of all who participate by hand or by brain—not on the utmost possible inequality of riches, but on a systematic approach towards a healthy equality of material circumstances for every person born into the world—not on an enforced dominion over subject nations, subject races, subject colonies, subject classes, or a subject sex, but, in industry as well as in government, on that equal freedom, that general consciousness of consent,

and that widest possible participation in power, both economic and political, which is characteristic of democracy. We do not, of course, pretend that it is possible, even after the drastic clearing away that is now going on, to build society anew in a year or two of feverish "reconstruction". What the Labor party intends to satisfy itself about is that each brick that it helps to lay shall go to erect the structure that it intends, and no other.

The Pillars of the House.

We need not here recapitulate, one by one, the different items in the Labor party's programme, which successive party conferences have adopted. These proposals, some of them in various publications worked out in practical detail, are often carelessly derided as impracticable even by the politicians who steal them piecemeal from us ! The members of the Labor party, themselves actually working by hand or by brain, in close contact with the facts, have perhaps at all times a more accurate appreciation of what is practicable, in industry as in politics, than those who depend solely on academic instruction or are based by great possessions. But to-day, no man dares to say that anything is impracticable. The war which has scared the old political parties right out of their dogmas, has taught every statesman and every government official, to his enduring surprise, how very much more can be done along the lines that we have laid down than he had ever before thought possible. What we now promulgate, as our policy, whether for opposition or for office, is not this or that specific reform but a deliberately merely out, systematic and comprehensive plan for that immediate social rebuilding which any ministry, whether or not it desires to grapple with the problem will be driven to undertake. The four pillars of the house that we propose to erect, resting upon the common foundation of the democratic control of society in all its activities, may be termed:

(a) The Universal Enforcement of the National Minimum.

(b) The Democratic Control of Industry.

(c) The Revolution in National Finance : and

(d) The Surplus Wealth for the Common Good.

The Universal Enforcement of a National Minimum.

The first principle of the Labor party—in significant contrast with those of the capitalist system, whether expressed by the Liberal or by the Conservative party — is the securing to every member of the community, in good times and bad alike (and not only to the strong and able, the well born or the fortunate), of all the requisites of healthy life and worthy citizenship. This is in no sense a "class" proposal. Such an amount of social protection of the individual, however, poor and lowly, from birth to death, is, as the economist now knows, as indispensable to fruitful cooperation as it is to successful combination; and it affords the only complete safeguard against that insidious degradation of the standard of life which is the worst economic and social calamity to which any community can be subjected. We are members one of another. No man liveth to himself alone. If any, even the humblest, is made to suffer, the whole community and every one of us, whether or not we recognize the fact, is thereby injured. Generation after generation this has been the corner-stone of the faith of Labor. It will be the guilding principle of any Labor government.

The Legislative Regulation of Employment.

Thus it is that the Labor party today stands for the universal application of the national minimum, to which, (as embodied in the successive elaborations of the Factory, Mines, Railways, Shops, Merchant Shipping and Truck acts, the Public Health, Housing and Education acts and the Minimum Wage act—all of them aiming at the enforcement of at least the prescribed minimum of leisure, health, education and substance — the spokesmen of Labor have already gained the support of the enlightened statesmen and economists of the world. All these laws purporting to protect against extreme degradation of the standard of life need considerable improvement and extension, whilst their administration leaves much to be desired. For instance, the Work-

men's Compensation act fails shamefully, not merely to secure proper provision for all the victims of accident and industrial disease, but what is much more important, does not succeed in preventing their continual increase. The amendment and consolidation of the Factory and Workshops acts, with their extensions to all employed persons, is long overdue, and it will be the policy of Labor greatly to strengthen the staff of inspectors, especially by the addition of more men and women of actual experience of the workshop and the mine. The Coal Mines (Minimum Wage) act must certainly be maintained in force, and suitably amended, so as both to ensure great uniformity of conditions among the several districts, and to make the district minimum in all cases an effective reality. The same policy will, in the interests of the agricultural laborers, dictate the perpetuation of the Legal Wage clauses of the new Corn law just passed for a term of five years, and the prompt amendment of any defects that may be revealed in their working. And, in view of the fact that many millions of wage-earners, notably women and the less skilled workmen in various occupations, are unable by combination to obtain wages adequate for decent maintenance in health, the Labor party intends to see to it that the Trade Boards act is suitably amended and made to apply to all industrial employments in which any considerable number of those employed obtain less than 30s per week. This minimum of not less than 30s per week (which will need revision according to the level of prices) ought to be the very lowest statutory base line for the least skilled adult workers, men, or women, in any occupation, in all parts of the United Kingdom.

The Organization of Demobilization.

But the coming industrial dislocation, which will inevitably follow the discharge from war service of half of all the working population, imposes new obligations upon the community. The demobilization and discharge of the eight million wage-earners now being paid from public funds, either for service with the colors or in munition work and other war trades, will bring to the whole wage-earning class grave peril of unemployment, reduction of wages, and a lasting degradation of the standard of life, which can be prevented only by deliberate national organization. The labor party has repeatedly called upon the present government to formulate its plan and to make in advance all arrangements necessary for coping with so unparalleled a dislocation. The policy to which the Labor party commits itself is unhesitating and uncompromising. It is plain that regard should be had, in stopping government orders, reducing the staff of the national factories and demobilizing the army, to the actual state of employment in particular industries and in different districts, so as both to release first the kinds of labor most urgently required for the revival of peace production and to prevent any congestion of the market. It is no less imperative that suitable provision against being turned suddenly adrift without resources should be made, not only for the soldiers, but also for the three million operatives in munition work and other war trades, who will be discharged long before most of the army can be disbanded. On this important point, which is the most urgent of all, the present government has, we believe, down to the present hour, formulated no plan, and come to no decision and neither the Liberal nor the Conservative party has apparently deemed the matter worthy of agitation. Any government which should allow the discharged soldier or munition worker to fall into the clutches of charity or the Poor law would have to be instantly driven from office by an outburst of popular indignation. What every one of them will look for is a situation in accordance with his capacity.

Securing Employment For All.

The Labor party insists—as no other political party has thought fit to do—that the obligation to find suitable employment in productive work for all these men and women rests upon the government for the time being. The work of re-settling the disbanded soldiers and discharged munition workers into new situations is a national obligation; and the Labor party emphatically protests against its being regarded

as a matter for private charity. It strongly objects to this public duty being handed over either to committees of philanthropists or benevolent societies, or to any of the military or recruiting authorities. The policy of the Labor party in this matter is to make the utmost use of the trade unions, and, equally for the brainworkers of the various professional associations. In view of the fact that, in any trade, the best organization for placing men in situations is a national trade union having local branches throughout the kingdom, every soldier should be allowed, if he chooses to have a duplicate of his industrial discharge notice sent, one month before the date fixed for his discharge, to the secretary of the trade union to which he belongs or wishes to belong. Apart from this use of the trade union (and a corresponding use of the professional association) the government must, of course, avail itself of some such public machinery as that of the employment exchanges; but before the existing exchanges (which will need to be greatly extended) can receive the co-operation and support of the organized Labor movement without which their operations can never be fully successful, it is imperative that they should be drastically reformed, on the lines laid down in the Demobilization Report of the "Labor After the War" Joint Committee; and, in particular, that each exchange should be placed under the supervision and control of a joint committee of employers and trade unionists in equal numbers.

The responsibility of the government, for the time being, in the grave industrial crisis that demobilization will produce, goes, however, far beyond the eight million men and women whom the various departments will suddenly discharge from their own service. The effect of this peremptory discharge on all the other workers has also to be taken into account. To the Labor party it will seem the supreme concern of the government of the day to see to it that there shall be, as a result of the gigantic "General Post" which it will itself have deliberately set going, nowhere any degradation of the standards of life. The government has pledged itself to restore the trade union conditions and "pre-war practices" of the work-shop, which the trade unions patriotically gave at the direct request of the government itself; and this solemn pledge must be fulfilled, of course, in spirit as well as in the letter. The Labor party, moreover, holds it to be the duty of the government of the day to take all necessary steps to prevent the standard rates of wages, in any trade or occupation whatsoever, from suffering any reduction, relatively to the contemporary cost of living. Unfortunately, the present government, like the Liberal and Conservative parties, so far refuses to speak on this important matter with any clear voice. We claim that it should be a cardinal point of government policy to make it plain to every capitalist employer that any attempt to reduce the customary rates of wages when peace comes, or to take advantage of the dislocation of demobilization to worsen the conditions of employment in any grade whatsoever, will certainly lead to embittered industrial strife, which will be in the highest degree detrimental to the national interests; and that the government of the day will not hesitate to take all necessary steps to avert such a calamity. In the great impending crisis the government of the day should not only, as the greatest employer of both brainworkers and manual workers, set a good example in this respect, but should also actively seek to influence private employers by proclaiming in advance that it will not itself attempt to lower the standard rates of conditions in public employment; by announcing that it will insist on the most rigorous observance of the fair wages clause in all public contracts, and by explicity recommending every local authority to adopt the same policy.

But nothing is more dangerous to the standard of life, or so destructive of those minimum conditions of healthy existence, which must in the interests of the community be assured to every worker, than any widespread or continued unemployment. It has always been a fundamental principle of the Labor party, a point on which, significantly enough, it has not been followed by either of the other political parties that, in a modern industrial

community, it is one of the foremost obligations of the government to find, for every willing worker, whether by hand or by brain, productive work at standard rates.

It is accordingly the duty of the government to adopt a policy of deliberately and systematically preventing the occurrence of unemployment instead of, as heretofore, letting unemployment occur, and then seeking, vainly and expensively, to relieve the unemployed. It is now known that the government can, if it chooses, arrange the public works and the orders of national departments and local authorities in such a way as to maintain the aggregate demand for labor in the whole kingdom (including that of the capitalist employers) approximately at a uniform level from year to year; and it is therefore a primary obligation of the government to prevent any considerable or widespread fluctuations in the total numbers employed in times of good or bad trade. But this is not all. In order to prepare for the possibility of there being any unemployment, either in the course of demobilization or in the first years of peace, it is essential that the government should make all necessary preparations for putting instantly in hand, directly or through the local authorities, such urgently needed public works as (a) the rehousing of the population alike in rural districts, mining villages and town slums to the extent, possibly, of a million new cottages and an outlay of three hundred millions sterling; (b) the institution of training colleges, technical colleges, etc., and the engagement of the necessary additional teaching, clerical and administrative staffs; (c) new roads; (d) light railways; (e) the unification and reorganization of the railway and canal system; (f) afforestation; (g) the reclamation of land; (h) the development and better equipment of our ports and harbors; (i) the opening up of access to land by co-operative small holdings and in other practicable ways. Moreover, in order to relieve any pressure of an overstocked labor market, the opportunity should be taken, if unemployment should threaten to become widespread, (a) immediately to raise the school-leaving age to sixteen; (b) greatly to increase the number of scholarships and bursaries for secondary and higher education; and (c) substantially to shorten the hours of labor of all young persons, even to a greater extent than the eight hours per week contemplated in the new Education bill, in order to enable them to attend technical and other classes in the day time. Finally, wherever practicable, the hours of adult labor should be reduced to not more than forty-eight per week, without reduction of the standard rates of wages. There can be no economic or other justification for keeping any man or woman to work for long hours or at overtime, whilst others are unemployed.

Social Insurance Against Unemployment.

In so far as the government fails to prevent unemployment — whenever it finds it impossible to discover for any willing worker, man or woman, a suitable situation at the standard rate— the Labor party holds that the government must, in the interest of the community, as a whole, provide him or her with adequate maintenance either with such arrangements for honorable employment or with such useful training as may be found practicable, according to age, health and previous occupation. In many ways the best form of provision for those who must be unemployed, because the industrial organization of the community so far breaks down as to be temporarily unable to set them to work, is the Out of Work benefit afforded by a well administered trade union. This is a special tax on the trade unionists themselves which they have voluntarily undertaken, but towards which they have a right to claim a public subvention—a subvention which was actually granted by Parliament (though only to the extent of a couple of shillings or so per week) under art. 11 of the Insurance Act.

The arbitrary withdrawal by the government in 1915 of this statuory right of the trade unions was one of the least excusable of the war economies; and the Labor party must insist on the resumption of this subvention immediately the war ceases, and on its increase to at least half the amount spent in Out of Work Benefit. The ex-

tension of state unemployment insurance to other occupations may afford a convenient method of providing for such as are unemployed, especially in the case of badly paid women workers and the less skilled men, whom it is difficult to organize in trade unions. But the weekly rate of the state unemployment benefits needs, in these days of high prices, to be considerably raised; whilst no industry ought to be compulsorily brought within its scope against the declared will of the workers concerned and especially of their trade unions. In the twentieth century, there must be no question of driving the unemployed to anything so absolute and discredited as either private charity with its haphazard and ill considered doles, or the Poor law with the futilities and barbarities of its "Stone Yard", or its "Able-bodied Test Workhouse". Only on the basis of a universal application of the Policy of the National Minimum affording complete security against destitution, in sickness and health, in good times and bad alike, to every member of the community can any worthy social order be built up.

The Democratic Control of Industry.

The universal application of the policy of the national minimum is, of course, only the first of the pillars of the house that the Labor party intends to see built. What marks off this party most distinctly from any of the other political parties is its demand for the full and genuine adoption of the principle of democracy. The first condition of democracy is effective parsonal freedom. This has suffered so many encroachments during the war that it is necessary to sate with clearness that the complete removal of all the war time restrictions on freedom of speech, freedom of publication, freedom of the press, freedom of travel and freedom of choice of place of residence and kind of employment must take place the day after peace is declared. The Labor party declares emphatically against any continuance of the Military Service acts a moment longer than the imperative requirements of the war excuse. But individual freedom is of little use without complete political rights. The Labor party sees its repeated demands largely conceded in the present Representation of the People act, but not yet wholly satisfied. The party stands, as heretofore, for complete adult suffrage, with not more than a three months' residential qualification, for effective provision for absent electors to vote, for absolutely equal rights for both sexes, for the same fredom to exercise civic rights for the "common soldier" as for the officer, for shorter parliaments, for the complete abolition of the House of Lords, and for a most strenuous opposition to any new Second Chamber, whether elected or not, having in it any element of heredity of privelege, or of the control of the House of Commons by any party or class. But unlike the Conservative and Liberal parties, the Labor party insists on democracy in industry as well as in government. It demands the progressive elimination from the control of industry of the private capitalist, individual or joint-stock; and the setting free of all who work, whether by hand or by brain, for the service of the community and of the community only. And the Labor party refuses absolutely to believe that the British people will permanently tolerate any reconstruction or perpetuation of the disorganization, waste and inefficiency involved in the abandonment of British industry to a jostling crowd of separate private employers, with their minds bent, not on the service of the community but—by the very law of their being—only on the utmost possible profiteering. What the nation needs is undoubtedly a great bound onward in its aggregate productivity. But this cannot be secured merely by pressing the manual workers to more strenuous toil, or even by encouraging the "Captains of Industry" to a less wasteful organization of their several enterprises on a profit-making basis. What the Labor party looks to is a genuinely scientific reorganization of the nation's industry no longer deflected by individual profiteering, on the basis of the common ownership of the means of production; the equitable sharing of the proceeds among all who participate in any capacity and only among these, and the adoption, in particular services and occupations, of those systems and me-

thods of administration and control that may be found in practice, best to promote the public interest.

Immediate Nationalization.

The labor party stands not merely for the principle of the common ownership of the nation's land, to be applied as suitable opportunities occur, but also, specifically, for the immediate nationalization of railways, mines and the production of electrical power. We hold that the very foundation of any successful reorganization of British industry must necessarily be found in the provision of the utmost facilities for transport and communication, the production of power at the cheapest possible rate and the most economical supply of both electrical energy and coal to every corner of the kingdom. Hence the Labor party stands, unhesitatingly, for the national ownership and administration of the railways and canals and their union, along the harbors and roads, and the posts and telegraphs —not to say also the great lines of steamers which could at once be owned, if not by the government—in a united national service of communication and transport; to be worked, unhampered by capitalist, private or purely local interests (and with a steadily increasing participation of the organized workers in the management both central and local), exclusively for the common good. If any government should be so misguided as to propose, when peace comes, to hand the railways back to the shareholders; or should show itself so spendthrift of the nation's property as to give these shareholders any enlarged franchise by presenting them with the economies of unification or the profits of increased railway rates; or so extravagant as to bestow public funds on the re-equipment of privately owned lines—all of which things are now being privately intrigued for by the railway interests—the Labor party will offer any such project the most strenuous opposition. The railways and canals, like the roads, must henceforth belong to the public.

In the production of electricity, for cheap power, light and heating this country has so far failed because of hampering private interests, to take advantage of science. Even in the largest cities we still "peddle" our electricity on a comtemptibly small scale. What is called for immediately after the war, is the erection of a score of gigantic "sugar-power stations" which could generate at incredibly cheap rates, enough electricity for the use of every industrial establishment and every private household in Great Britain; the present municipal and joint-stock electrical plants being universally linked up and used for local distribution. This is inevitably the future of electricity. It is plain that so great and so powerful an enterprise, affecting every, industrial enterprises and eventually every household, must not be allowed to pass into the hands of private capitalists. They are already pressing the government for the concession, and neither the Liberal nor the Conservative party has yet made up its mind to a refusal of such a new endowment of profiteering in what will presently be the life blood of modern productive industry. The Labor party demands that the production of electricity on the necessary gigantic scale shall be made from the start (with suitable arrangements for municipal cooperation in local distribution) a national enterprise, to be worked exclusively with the object of supplying the whole kingdom with the cheapest possible power, light and heat.

But the railways and the generation of electricity in the hands of the public, it would be criminal folly to leave to the present one thousand five hundred colliery companies the power of "holding up" the coal supply. These are now all working under public control, on terms that virtually afford to their shareholders a statutory guarantee of their swollen incomes. The Labor party demands the immediate nationalization of mines, the extraction of coal and iron being worked as a public service (with a steadily increasing participation in the management, both central and local, of the various grades of persons employed:) and the whole business of the retail distribution of household coal being undertaken, as a local public service by the elected municipal or country councils. And there is no reason why coal should be made to pay more in winter than in summer, or in one town than another.

What the Labor party would aim at is, for household coal of standard quality, a fixed and uniform price for the whole kingdom, payable by rich and poor alike, as unalterable as the penny postage stamp.

But the sphere of immediate nationalization is not restricted to these great industries. We shall never succeed in putting the gigantic system of health insurance on a proper footing, or secure a clear field for the beneficent work of the Friendly Societies, or gain a free hand for the necessary development of the urgently called for Ministry of Health and the Local Public Health Service until the nation expropriates the profit-making industrial exploit the people with their wasteful house-to-house industrial life assurance. Only by such an expropriation of life assurance companies can we secure the universal provision, free from the burdensome toll of weekly pence, of the indispensable funeral benefit. Nor is it in any sense a "Class" measure. Only by the assumption by a state department of the whole business of life assurance can the millions of policy-holders of all classes be completely protected against the possibly calamitous results of the depreciation of securities and suspensions of bonuses which the war is causing. Only by this means can the great staff of insurance agents find their proper place as civil servants, with equitable conditions of employment, compensation for any disturbance and security of tenure, in a nationally organized public service for the discharge of the steadily increasing functions of the government in vital statistics and social insurance.

In quite another sphere the Labor party sees the key to temperance reform in taking the entire manufacture and retailing of alcoholic drink out of the hands of those who find profit in promoting the utmost possible consumption. This is essentially a case in which the people, as a whole must deal with the licensing question in accordance with local opinion. For this purpose, localities should have conferred upon them facilities: (a) To prohibit the sale of liquor within their boundaries; (b) To reduce the number of licenses and regulate the conditions under which they may be held and (c) If a locality decides that licenses are to be granted, to determine whether such licenses shall be under private or any form of public control.

Other main industries, especially those now becoming monopolized, should be nationalized as opportunity offers. Moreover, the Labor party holds that the municipalites should not confine thier activities to the necessarily costly services of education, sanitation and police; nor yet rest content with acquiring control of the local water, gas, electricity and tramways; but that every facility should be afforded to them to acquire (easily, quickly and cheaply) all the land they require and to extend their enterprises in housing and town planning parks, and public libraries, the provision of music and the organization of recreation; and also to undertake, besides the retailing of coal, other services of common utility, particularly the local supply of milk, wherever this is not already fully organized by a cooperative society.

Control of Capitalists Industry.

Meanwhile, however, we ought not to throw away the valuable experience now gained by the government in its assumption of the importation of wheat, wool, meals and other commodities, and in its control of the shipping, woolen, leather, clothing, boot and shoe, milling, baking, butchering, and other industries. The Labor party holds, that whatever may have been the short comings of this government importation and control, it has demonstrably prevented a lot of "profiteering". Nor can it end immediately on the declaration of peace. The people will be extremely foolish if they ever allow their indispensable industries to slip back into the unfettered control of private capitalists who are, actually at the instance of the government itself, now rapidly combining, trade by trade, into monopolist trusts, which may presently become as ruthless in their extortion as the worst American examples. Standing as it does for the democratic control of industry, the Labor party would think twice before it sanctioned any abandonment of the present profitable centralization of purchase

of raw material of the present carefully organized "rationing" by joint committees of the trades concerned, of the several establishments, with the materials they require; of the present elaborate system of "costing" and public audit of manufacturers' accounts, so as to stop the waste heretofore caused by the mechanical inefficiency of the more backward firms; of the present salutary publicity of manufacturing processes and expenses thereby ensured and on the information thus obtained (in order never again to revert to the old-time profiteering) of the present rigid fixing, for standardized products, of maximum prices at the factory, at the warehouse of the wholesale trader and in the retail shop. This question of the retail prices of household commodities is emphatically the most practical of all political issues to the woman elector. The male politicians have too long neglected the grievances of the small household, which is the prey of every profiteering combination; and neither the Liberal nor the Conservative party promises in this respect, any amendment. This, too, is in no sense a "class" measure. It is, so the Labor party holds, just as much the function of government, and just as necessary a part of the democratic regulation of industry, to safeguard the interests of the community as a whole, and those of all grades and sections of private consumers, in the matter of prices, as it is, by the Factory and Trade Boards acts, to protect the rights of the wage-earning producers in the matter of wages, hours of labor and sanitation.

A Revolution in National Finance.

In taxation, also the interests of the professional and house-keeping classes are at one with those of the manual workers. Too long has our national finance been regulated, contrary to the teaching of political economy, according to the wishes of the possessing classes and the profits of the financiers. The colossal expenditure involved in the present war (of which, against the protest of the Labor party, only a quarter has been raised by taxation, whilst three-quarters have been borrowed at onerous rates of interest, to be a burden on the nation's future) brings things to a crisis. When peace comes, capital will be needed for all sorts of social enterprises and the resources of government will necessarily have to be vastly greater than they were before the war. Meanwhile unnumerable new private fortunes are being heeped up by those who have taken advantage of the nation's needs and the one-tenth of the population which owns nine-tenths of the riches of the United Kingdom, far from being made poorer,will find itself in the aggregate, as a result of the war, drawing in rent and interest and dividends a larger nominal income than ever before. Such a position demands a revolution in national finance. How are we to discharge a public debt that may well reach the almost incredible figure of seven thousand million pounds sterling, and at the same time raise an annual revenue which, for local as well as central government, must probably reach one thousand millions a year? It is over this problem of taxation that the various political parties will be found to be most sharply divided.

The Labor party stands for such a system of taxation as will yield all the necessary revenue to the government without encroaching on the prescribed national minimum standard of life of any family whatsoever; without hampering production or discouraging any useful personal effort, and with the nearest possible approximation to equality of sacrifice. We definitely repudiate all proposals for a protective tariff, in whatever specious guise they may be cloaked, as a device for burdening the consumer with unnecessarily enhanced prices, to the profit of the capitalist employer or landed proprietor, who avowedly expects his profit or rent to be increased thereby. We shall strenuously oppose any taxation of whatever kind, which would increase the prices of food or of any other necessary of life. We hold that indirect taxation on commodities, whether by customs or excise, should be strictly limited to luxuries; and concentrated principally on those of which it is socially desirable that the consumption should be actually discouraged. We are at one with the manufacturer, the farmer and the trader in objecting to taxes interfering with pro-

duction or commerce, or hampering transport and communications. In all these matters—once more in contrast with the other political parties, and by no means in the interests of the wage-earners alone—the Labor party demands that the very definite teachings of economic science should no longer be disregarded as they have been in the past.

For the raising of the greater part of the revenue now required the Labor party looks to the direct taxation of the incomes above the necessary cost of family maintenance; and, for the requisite effort to pay off the national debt, to the direct taxation of private fortunes both during life and death. The income tax and super-tax ought at once to be thoroughly reformed in assessment and collection, in abatements and allowances and in graduation and differentiation, so as to levy the required total sum in such a way as to make the real sacrifice of all the taxpayers as nearly as possible equal. This would involve assessment by families instead of by individual persons, so that the burden is alleviated in proportion to the number of persons to be maintained. It would involve the raising of the present unduly low minimum income assessable to the tax, and the lightening of the present unfair burden on the great mass of professional and small trading classes by a new scale of graduation, rising from a penny in the pound on the smallest assessable income up to sixteen or even nineteen shillings in the pound on the highest income of the millionaires. It would involve bringing into assessment the numerous windfalls of profit that now escape, and a further differentation between essentially different kinds of income. The excess profits tax might well be retained in an appropriate form; whilst, so long as mining royalties exist, the mineral rights duty ought to be increased. The steadily rising unearned increment of urban and mineral land ought, by an appropriate direct taxation of land values, to be wholly brought into the public exchequer. At the same time for the service and redemption of the national debt, the death duties ought to be regraduated, much more strictly collected and greatly increased. In this matter we need, in fact, completely to reverse our point of view, and to rearrange the whole taxation of inheritance from the standpoint of asking what is the maximum amount that any rich man should be permitted at death to divert, by his will, from the national exchequer, which should normally be the heir to all private riches in excess to a quiet moderate amount by way of family provision. But all this will not suffice. It will be imperative at the earliest possible moment to free the nation from at any rate the greater part of its new load of interest bearing debt for loans which ought to have been levied as taxation; and the Labor party stands for a special capital levy to pay off, if not the whole, a very substantial part of the entire national debt—a capital levy chargeable like the death duties on all property, but (in order to secure approximate equality of sacrifice) with exemption of the smallest savings and for the rest at rates very steeply graduated so as to take only a small contribution from the little people and a very much larger percentage from the millionaires.

Over this issue of how the financial burden of the war is to be borne and how the necessary revenue is to be raised, the greatest political battles will be fought. In this matter the Labor party claims the support of four-fifths of the whole nation, for the interests of the clerk, the teacher, the doctor, the minister of religion, the average retail shopdealer and trader, and all the mass of those living on small incomes are identical with those of the artisan. The landlords, the financial magnates, the possessors of great fortunes will not, as a class willingly forego the relative immunity that they have hitherto enjoyed. The present unfair subjection of the co-operative society to an excess profits tax on the "profits" which it has never made—specially dangerous as "the thin end of the wedge" of penal taxation of this laudable form of democratic enterprise—will not be abandoned without a struggle. Every possible effort will be made to juggle with the taxes, so as to place upon the shoulders of the mass of laboring folk and upon the struggling households of the professional men and small traders (as

was done after every previous war)—whether by customs or excise duties, by industrial monopolies, by unnecessarily high rates of postage and railway fares, or by a thousand and one other ingenious devices—an unfair share of the national burden. Against these efforts the Labor party will take the firmest stand.

The Surplus For The Common Good.

In the disposal of the surplus above the standard of life society has hitherto gone as far wrong as in its neglect to secure the necessary basis of any genuine industrial efficiency or decent social order. We have allowed the riches of our mines, the rental value of the lands superior to the margin of cultivation, the extra profits of the fortunate capitalists even the material outcome of scientific discoveries—which ought by now to have made this Britain of ours immune from class poverty or from any widespread destitution—to be absorbed by individual proprietors; and then devoted very largely to the senseless luxury of an idle rich class. Against this misappropriation of the wealth of the community, the Labor party—speaking in the interests not of the wage-earners alone, but of very grade and section of producers by hand or by brain, not to mention also those of the generations that are to succeed us and of the permanent welfare of the community—emphatically protests. One main pillar of the house that the Labor party intends to build is the future appropriation of the surplus not to the enlargement of any individual fortune, but to the common good. It is from this constantly arising surplus (to be secured, on the one hand by nationalization and municipalization and on the other, by the steeply graduated taxation of private income and riches, that will have to be found the new capital which the community day by day needs for the perpetual improvement and increase of its various entreprises, for which we shall decline to be dependent on the usury exacting financiers. It is from the same source that has to be defrayed the public provision for the sick and infirm of all kinds (including that for maternity and infancy) which is still so scandalously insufficient; for the aged and those prematurely incapacitated by accident or disease, now in many ways so imperfectly cared for; for the education alike of children, of adolescents and of adults, in which the Labor party demands a genuine equality of opportunity, overcoming all differences of material circumstances; and for the organization of public improvements of all kinds, including the brightening of the lives of those now condemned to almost ceaseless toil; and a great development of the means of recreation. From the same source must come the greatly increased public provision that the Labor party will insist on being made for scientific investigation and original research, in every branch of knowledge, not to say also for the promotion of music, literature and fine art, which have been under capitalism so greatly neglected, and upon which, so the Labor party holds, any real development of civilization fundamentally depends. Society, like the individual does not live by bread alone—does not exist only for perpetual wealth production. It is in the proposal for this appropriation of every surplus for the common good—in the vision of its resolute use for the building up of the community as a whole instead of for the magnification of individual fortunes—that the Labor party, as the party of the producers by hand or by brain, most distinctively marks itself off from the older political parties, standing as these do, essentially for the maintenance, unimpaired, of the perpetual private mortgage upon the annual product of the nation that is involved in the individual ownership of land and capital.

The Street of Tomorrow.

The house which the Labor party intends to build, the four pillars of which have now been described, does not stand alone in the world. Where will it be in the street of tomorrow? If we repudiate, on the one hand, the imperialism that seeks to dominate other races, or to impose our own will on other parts of the British empire, so we disclaim equally any conception of a selfish and insular "non-interventionism" unregarding of our special obligations to our fellow-citizens overseas; of the corporate duties of one nation

to another; of the moral claims upon us of the non-adult races, and of corporate duties of one nation to another; of the moral claims upon us of the non-adult races, and of our own indebtedness to the world of which we are part. We look for an ever-increasing intercourse, a constantly developing exchange of commodities, a continually expanding friendly co-operation among all the peoples of the world. With regard to that great commonwealth of all races, all colors, all religions and all degrees of civilization, that we call the British empire, the Labor party stands for its maintenance and its progressive development on the lines of local autonomy and "Home Rule All Round"; the fullest respect for the rights of each people, whatever its color, to all the democratic self-government of which it is capable and to the proceeds of its own toil upon the resources of its own territorial home; and the closest possible co-operation among all the various members of what has become essentially not an empire in the old sense, but a Britannic alliance.

We desire to maintain the most intimate relations with the Labor parties overseas. Like them, we have no sympathy with the projects of "Imperial Federation, "in so far as these imply the subjection to a common imperial legislature yielding coercive power (including dangerous facilities for coercive imperial taxation and for enforced military service), either of the existing self-government Dominions, whose autonomy would be thereby invaded; or of the United Kingdom, whose freedom of democratic self-development would be thereby hampered; or if India and the colonial dependencies, which would thereby run the risk of being further exploited for the benefit of a "White Empire". We do not intend, by any such "Imperial Senate" either to bring the plutocracy of Canada and South Africa to the aid of the British aristocracy, or to enable the landlords and financiers of the mother country to unite in controlling the growing popular democracies overseas. The autonomy of each self-governing part of the empire must be intact.

What we look for, besides a constant progress in democratic self-government of every part of the Britannic alliance, and especially in India, is a continuous participation of the ministers of the Dominion, of India and eventually of other dependencies (perhaps by means of their own ministers specially resident in London for this purpose) in the most confidential deliberations of the Cabinet, so far as foreign policy and imperial affairs are concerned; and the annual assembly of an Imperial Council, representing all constituents of the Britannic alliance and all parties in their local legislatures, which should discuss all matters of common interest, but only in order to make recommendations for the simultaneous consideration of the various autonomous local legislatures of what should increasingly take the constitutional form of an alliance of free nations. And we carry the idea further. As regards our relations to foreign countries, we disavow and disclaim any desire or intention to dispossess or to impoverish any other state or nation. We seek no increase of territory. We disclaim all idea of "economic war". We ourselves object to all protective custom tariffs; but we hold that each nation must be left free to do what it thinks best for its own economic development,without thought of injuring others. We believe that nations are in no way damaged by each other's economic prosperity or commercial progress; but, on the contrary, that they are actually themselves mutually enriched thereby. We would therefore put an end to the old entanglements and mystifications of secret diplomacy and the formation of leagues against leagues. We stand for the immediate establishment, actually as a part of the treaty of peace with which the present war will end, of a universal league or society of nations, a supernational authority, with an international high court to try all justiciable issues between nations; an international legislature to enact such common laws as can be mutually agreed upon, and an international council of mediation to endeavour to settle without ultimate conflict even those disputes which are not justiciable. We would have all the nations of the world most solemnly undertake and promise to make common cause against any one of them that broke

away from this fundamental agreement. The world has suffered too much from war for the Labor party to have any other policy than that of lasting peace.

More Light—But Also More Warmth !

The Labor party is far from assuming that it possesses a key to open all locks; or that any policy which it can formulate will solve all the problems that beset us. But we deem it important to ourselves as well as to those who may, on the one hand, wish to join the party, or, on the other, to take up arms against it, to make quite clear and definite our aim and purpose. The Labor party wants that aim and purpose, as set forth in the preceding pages, with all its might. It calls for more warmth in politics, for much less apathetic acquiescence in the miseries that exist, for none of the cynicism that saps the life of leisure. On the other hand, the Labor party has no belief in any of the problems of the world being solved by good will alone. Good will without knowledge is warmth without light. Especially in all the complexities of politics, in the still undeveloped science of society, the Labor party stands for increased study, for the scientific investigation of each succeeding problem for the deliberate organization of research, and for a much more rapid dissemination among the whole people of all the science that exists. And it is perhaps specially the Labor party that has the duty of placing this advancement of science in the forefront of its political programme. What the Labor party stands for in all fields of life is essentially democratic cooperation; and cooperation involves a common purpose which can be agreed to; a common plan which can be explained and discussed and such a measure of success in the adaptation of means to ends as will ensure a common satisfaction. An autocratic sultan may govern without science if his whim is law. A plutocratic party may choose to ignore science, if it is needless whether its pretended solutions of social problems that may win political triumphs ultimately succeed or fail. But no Labor party can hope to maintain its position unless its proposals are, in fact, the outcome of the best political science of its time; or to fulfil its purpose unless that science is continually wresting new fields from human ignorance. Hence, although the purpose of the Labor party must, by the law of its being, remain for all time unchanged, its policy and its programme will, we hope, undergo a perpetual development, as knowledge grows, and as new phases of the social problem present themselves, in a continually finer adjustment of our measures to our ends. If law is the mother of freedom, science, to the Labor party, must be the parent of Law.



Labor War Aims

THE FULL TEXT OF THE AGREEMENT OF WAR AIMS ADOPTED BY THE INTER-ALLIED LABOR AND SOCIALIST CONFERENCE IN LONDON.

THE following statement of war aims was formulated by the Inter-Allied Labor conference in London. Practically all of the pro-war and even the Socialist organizations in Western European countries have endorsed it. A peculiar strength and power has been given to their program by the new unanimity. At the time when the Stockholm conference was proposed during the early part of last summer, both the Labor organizations and the Socialists were split into antagonistic factions. It is very evident that they are attempting to secure the co-operation of the American labor organizations in the hope that they can thus become powerful enough to secure from their respective governments a tacit consent for a gathering of the proposed inter-belligerent conference. The fact is that since the labor and socialist parties having reached a common statement of war aims at the very time when their own governments have failed to do so, stimulates the hope that the labor and socialist parties of the whole world might reach a similar agreement. There is no doubt that events of the most far-reaching importance would follow if such plans matured.

As Mr. Arthur Henderson has recently declared: Peace will come when the working classes movement has discovered by inter change of views the conditions of an honorable and democratic peace, worthy of the unimaginable sacrifices the people have made and has pressed these terms upon the several governments with the resolute declaration that peace must be made on these terms and no other.

GEORGE PIERCE,
EDITOR.

Inter-Allied Labor War Aims

THE following is the full text of the "Memorandum on War Aims" adopted by the Inter-Allied Labor and Socialist Conference in London:

The War

I.—The Inter-Allied Conference declares that whatever may have been the causes of the outbreak of war it is clear that the peoples of Europe, who are necessarily the chief sufferers from its horrors, had themselves no hand in it. Their common interest is now so to conduct the terrible struggle in which they find themselves engaged as to bring it, as soon as possible, to an issue in a secure —and lasting peace for the world.

The Conference sees no reason to depart from the following declaration unanimously agreed to at the Conference of the Socialist and Labor Parties of the Allied Nations on February 14, 1915:

"This Conference cannot ignore the profound general causes of the European conflict, itself a monstrous product of the antagonisms which tear asunder capitalist society and of the policy of colonial dependencies and aggressive imperialism, against which International Socialism has never ceased to fight, and in which every government has its share of responsibility.

"The invasion of Belgium and France by the German armies threatens the very existence of independent nationalities and strikes a blow at all faith in treaties. In these circumstances a victory for German imperialism would be the defeat and the destruction of democracy and liberty in Europe. The Socialists of Great Britain, Belgium, France and Russia do not pursue the political and economic crushing of Germany; they are not at war with the peoples of Germany and Austria, but only with the governments of those countries by which they are oppressed. They demand that Belgium shall be liberated and compensated. They desire that the question of Poland shall be settled in accordance with the wishes of the Polish people, either in the sense of autonomy in the midst of another state, or in that of complete independence. They wish that throughout all Europe, from Alsace-Lorraine to the Balkans, those populations that have been annexed by force shall receive the right freely to dispose of themselves.

"While inflexibly resolved to fight until victory is achieved to accomplish this task of liberation, the Socialists are none the less resolved to resist any attempt to transform this defensive war into a war of conquest, which would only prepare fresh conflicts, create new grievances and subject various peoples more than ever to the double plague of armaments and war.

"Satisfied that they are remaining true to the principles of the International, the members of the Conference express the hope that the working classes of all the different countries will before long find themselves united again in their struggle against militarism and capitalist imperialism. The victory of the Allied Powers must be a victory for popular liberty, for unity, independence and autonomy of the nations in the peaceful federation of the United States of Europe and the world."

Making the World Safe for Democracy

II.—Whatever may have been the objects for which the war was begun the fundamental purpose of the Inter-Allied Conference in supporting the continuance of the struggle is that that the world may henceforth be made safe for democracy.

Of all the conditions of peace none is so important to the peoples of the world as that there should be henceforth on earth no more war.

Whoever triumphs, the peoples will have lost unless an international system is established which will prevent war. What would it mean to declare the right of peoples to self-determination if this right were left at the mercy of new violations, and was not protected by a super-national authority? That authority can be no other than the League of Nations, in which not only all the present

belligerents, but every other independent state, should be pressed to join.

The constitution of such a League of Nations implies the immediate establishment of an International High Court, not only for the settlement of all disputes between states that are of justiciable nature, but also for prompt and effective mediation between states in other issues that vitally interest the power or honor of such states. It is also under the control of the League of Nations that the consultation of peoples for purposes of self-determination must be organized. This popular right can be vindicated only by popular vote. The League of Nations shall establish the procedure of international jurisdiction, fix the methods which will maintain the freedom and security of the election, repolitical rights of individuals which violence and conquest may have injured, repress any attempt to use pressure or corruption, and prevent any subsequent reprisals. It will also be necessary to form an International Legislature, in which the representatives of every civilized state would have their allotted share and energetically to push forward, step by step, the development of international legislation agreed to by, and definitely binding upon, the several states.

By a solemn agreement all the states and peoples consulted shall pledge themselves to submit every issue between two or more of them for settlement as aforesaid. Refusal to accept arbitration or to submit to the settlement will imply deliberate aggression, and all nations will necessarily have to make common cause, by using any and every means at their disposal, either economical or military, against any state or states refusing to submit to the arbitration award, or attempt to break the world's covenant of peace.

But the sincere acceptance of the rules and decisions of the super-national authority implies complete democratization in all countries; the removal of all the arbitrary powers who, until now, have assumed the right of choosing between peace and war; the maintenance or creation of legislatures elected by and on behalf of the sovereign right of the people; the suppression of secret diplomacy, to be replaced by the conduct of foreign policy under the control of popular legislatures, and the publication of all treaties, which must never be in contravention of the stipulation of the League of Nations, with the absolute responsibility of the government, and more particularly of the foreign minister of each country to its legislature.

Only such a policy will enforce the frank abandonment of every form of imperialism. When based on universal democracy, in a world in which effective international guarantees against aggression have been secured, the League of Nations will achieve the complete suppression of force as the means of settling international differences.

The League of Nations, in order to prepare for the concerted abolition of compulsory military service in all countries, must first take steps for the prohibition of fresh armaments on land and sea and for the common limitation of the existing armaments by which all the peoples are burdened; as well as the control of war manufactures and the enforcement of such agreements as may be agreed to thereupon. The states must undertake such manufactures themselves, so as entirely to abolish profit-making armament firms, whose pecuniary interest lies always in the war scares and progressive competition in the preparation for war.

The nations, being armed solely for self-defense and for such action as the League of Nations may ask them to take in defense of international right, will be left free, under international control either to create a voluntary recruited force or to organize the nation for defense without professional armies for long terms of military service.

To give effect to the above principles, the Inter-Allied Conference declares that the rules upon which the League of Nations will be founded must be included in the treaty of peace, and will henceforth become the basis of the settlement of differences. In that spirit the Conference expresses its agreement with the propositions put forward by President Wilson in his last message:

(1) That each part of the final settlement must be based upon the essential justice of that particular case, and upon such adjustments as are most likely to bring a peace that will be permanent.

(2) That peoples and provinces are

not to be bartered about from sovereignty to sovereignty as if they were mere chattels and pawns in a game, even the great game now forever discredited of the balance of power; but that

(3) Every territorial settlement involved in this war must be made in the interest and for the benefit of the populations concerned, and not as a part of any mere adjustments of compromise of claims amongst rival states.

(4) That all well-defined national aspirations shall be accorded the utmost satisfaction that can be accorded them without introducing new or perpetuating old elements of discord and antagonism that would be likely in time to break the peace of Europe, and, consequently, of the world.

Territorial Questions

III.—The Inter-Allied Conference considers that the proclamation of principles of international law accepted by all nations, and the substitution of a regular procedure for the forceful acts by which states calling themselves sovereign have hitherto adjusted their differences — in short, the establishment of a Lague of Nations — gives an entirely new aspect to territorial problems.

The old diplomacy and the yearnings after domination by states, or even by peoples, which during the whole of the nineteenth century have taken advantage of and corrupted the aspirations of nationalities, have brought Europe to a condition of anarchy and disorder which have led inevitably to the present catastrophe.

The Conference declares it to be the duty of the Labor and Socialist movement to suppress without hesitation the imperialist designs in the various states which have led one government after another to seek, by the triumph of military force, to acquire either new territories or economic advantage.

The establishment of a system of international law and the guarantees afforded by a League for those strategic protections which nations have hitherto felt bound to require.

It is the supreme principle of the right of each people to determine its own destiny that must now decide what steps should be taken by way of restitution or reparation, and whatever territorial readjustments may be found to be necessary at the close of the present war.

The Conference accordingly emphasizes the importance to the labor and Socialist movement of a clear and exact definition of what is meant by the right of each people to determine its own destiny. Neither destiny of race nor identity of language can be regarded as affording more than a presumption in favor of federation or unification. During the nineteenth century the theories of this kind have so often served as a cloak for aggression that the International cannot but seek to prevent any recurrence of such an evil. Any adjustments of boundaries that become necessary must be based exclusively upon the desire of the people concerned.

It is true that it is impossible for the necessary consultation of the desires of the people concerned to be made in any fixed and invariable way for all the cases in which it is required, and that the problems of nationality and territory are not the same for the inhabitants of all countries. Nevertheless, what is necessary in all cases is that the procedure to be adopted should be decided, not by one of the parties to the dispute, but by the super-national authority.

Upon the basis of the general principles herein formulated the Conference proposes the following solutions of particular problems:

(a) Belgium

The Conference emphatically insists that a foremost condition of peace must be the reparation by the German government, under the direction of an International Commission, of the wrong admittedly done to Belgium; payment by that government for all the damage that has resulted from this wrong; and the restoration of Belgium as an independent sovereign state, leaving to the decision of the Belgian people the determination of their own future policy in all respects.

(b) Alsace and Lorraine

The Conference declares that the problem of Alsace and Lorraine is not one of territorial adjustment, but one of right, and thus an international problem, the solution of which is indispensable if peace is to be either just or lasting.

The Treaty of Frankfort at one and the same time mutilated France and violated the right of the inhabitants of Alsace and Lorraine to dispose of their own destinies, a right which they have repeatedly claimed.

The new treaty of peace, in recognizing that Germany, by her declaration of war of 1914, has herself broken the Treaty of Frankfort, will make null and void the gains of a brutal conquest and of the violence committed against the people.

France, having secured this recognition, can properly agree to a fresh consultation of the population of Alsace and Lorraine as to its own desires.

The treaty of peace will bear the signatures of every nation in the world. It will be guaranteed by the League of Nations. To this League of Nations France is prepared to remit, with the freedom and sincerity of a popular vote, of which the details can be subsequently settled, the organization of such a consultation as shall settle forever, as a matter of right, the future destiny of Alsace and Lorraine, and as shall finally remove from the common life of all Europe a quarrel which has imposed so heavy a burden upon it.

(c) The Balkans

The Conference lays down the principle that all the violations and perversions of the rights of the people which have taken place, or are still taking place, in the Balkans must be made the subject of redress or reparation.

Serbia, Montenegro, Rumania, Albania and all the territories occupied by military forces should be evacuated by the hostile forces. Wherever any population of the same race and tongue demands to be united this must be done. Each such people must be accorded full liberty to settle its own destiny, without regard to the imperialistic pretensions of Austria, Hungary, Turkey or other state.

Accepting this principle, the Conference proposes that the whole problem of the administrative reorganization of the Balkan peoples should be dealt with by a special conference of their representatives or in case of disagreement by an authoritative international commission on the basis of (*a*) the concession within each independent sovereignty of local autonomy and security for the development of its particular civilization of every racial minority; (*b*) the universal guarantee of freedom or religion and political equality for all races; (*c*) a Customs and Postal Union embracing the whole of the Balkan states with free access for each to its natural seaport; (*d*) the entry of all Balkan states into a federation for the concerted arrangement by mutual agreement among themselves of all matters of common interest.

(d) Italy

The Conference declares its warmest sympathy with the people of Italian blood and speech who have been left outside the boundaries that have, as a result of the diplomatic agreements of the past, and for strategic reasons, been assigned to the Kingdom of Italy, and supports their claim to be united with those of their own race and tongue. It realizes that arrangements may be necessary for securing the legitimate interests of the people of Italy in the adjacent seas, but it condemns the aims of conquest of Italian Imperialism and believes that all legitimate needs can be safeguarded, without precluding a like recognition of the deeds of others or annexation of other people's territories.

Regarding the Italian population dispersed on the eastern shores of the Adriatic, the relations between Italy and the Yugo-Slav populations must be based on principles of equity and conciliation, so as to prevent any cause of future quarrel.

If there are found to be groups of Slavonian race within the newly defined Kingdom of Italy or groups of Italian race in Slavonian territory, mutual guarantees must be given for the assurance of all of them, on one side or the other, full liberty ol local self-government and of the natural development of their several activities.

(e) Poland and the Baltic Provinces

In accordance with the right of every people to determine its own destinies, Poland must be reconstituted in unity and independence with free access to the sea.

The Conference declares further, that any annexation by Germany, whether open or disguised, of Livonia, Courland or Lithuania would be a flagrant and

wholly inadmissible violation of international law.

(f) The Jews and Palestine

The Conference demands for the Jews in all countries the same elementary rights of freedom of religion, education, residence and trade and equal citizenship that ought to be extended to all the inhabitants of every nation. It further expresses the opinion that Palestine should be set free from the hard and oppressive government of the Turk, in order that this country may form a Free State, under international guarantee, to which such of the Jewish people as desire to do so may return and may work out their own salvation free from interference by those of alien race or religion.

(g) The Problem of the Turkish Empire

The Conference condemns the handing back to the systematically cruel domination of the Turkish government any subject people. Thus, whatever may be proposed with regard to Armenia, Mesopotamia and Arabia, they cannot be restored to the tyranny of the Sultan and his Pashas. The Conference condemns the imperialist aims of governments and capitalists who would make of these and other territories now dominated by the Turkish hordes merely instruments either of exploitation or militarism. If the peoples of these territories do not feel themselves able to settle their own destinies, the Conference insists that, conformably with the policy of "no annexations," they should be placed for administration in the hands of a Commission acting under the Super-National Authority or League of Nations. It is further suggested that the peace of the world requires that the Dardanelles should be permanently and effectively neutralized and opened like all the main lines of marine communication, under the control of the League of Nations, freely to all nations, without hindrance or customs duties.

(h) Austria-Hungary

The Conference does not propose as a war aim dismemberment of Austria-Hungary or its deprivation of economic access to the sea. On the other hand, the Conference cannot admit that the claims to independence made by the Czecho-Slovaks and the Yugo-Slavs must be regarded merely as questions for internal decision. National independence ought to be accorded, according to rules to be laid down by the League of Nations, to such peoples as demand it, and these communities ought to have the opportunity of determining their own groupings and federations according to their affinities and interests. If they think fit they are free to substitute a free federation of Danubian states for the Austro-Hungarian Empire.

(i) The Colonies and Dependencies

The International has always condemned the colonial policy of capitalist governments. Without ceasing to condemn it, the Inter-Allied Conference nevertheless recognizes the existence of a state of things which it is obliged to take into account.

The Conference considers that the treaty of peace ought to secure to the natives in all colonies and dependencies effective protection against the excesses of capitalist colonialism. The Conference demands the concession of administrative autonomy for all groups of people that attain a certin degree of civilization, and for all the others a progressive participation in local government.

The Conference is of opinion that the return of the colonies to those who possessed them before the war, or the exchange or compensations which might be effected, ought not to be an obstacle to the making of peace.

Those colonies that have been taken by conquest from any belligerent must be made the subject of special consideration at the Peace Conference, as to which the communities in their neighborhood will be entitled to take part. But the clause in the treaty of peace on this point must secure economic equality in such territories for the peoples of all nations, and thereby guarantee that none are shut out from legitimate access to raw materials; prevented from disposing of their own products, or deprived of their proper share of economic development.

As regards more especially the colonies of all the belligerents in Tropical Africa, from sea to sea, including the whole of the region north of the Zambesi and south of the Sahara, the Conference condemns any imperialist idea which would make these countries the booty of one or

several nations, exploit them for the profit of the capitalist or use them for the promotion of the militarist aims of the governments.

With respect to these colonies the Conference declares in favor of a system of control, established by international agreement, under the League of Nations and maintained by its guarantee, which, whilst respecting national sovereignty, would be alike inspired by broad conceptions of economic freedom and concerned to safeguard the rights of the natives under the best conditions possible for them, and in particular:

(1) It would take account in each locality of the wishes of the people, expressed in the form which is possible for them.

(2) The interests of the native tribes as regards the ownership of the soil would be maintained.

(3) The whole of the revenues would be devoted to the well-being and development of the colonies themselves.

Economic Relations

IV.—The Inter-Allied Conference declares against all the projects now being prepared by imperialists and capitalists, not in any one country only, but in most countries, for an economic war, after peace has been seucred, either against one or other foreign nation or against all foreign nations, as such an economic war, if begun by any country, would inevitably lead to reprisals, to which each nation in turn might in self-defense be driven. The main lines of marine communication should be open without hindrance to vessels of all nations under the protection of the League of Nations. The Conference realizes that all attempts at economic aggression, whether by protective tariffs or capitalist trusts or monopolies, inevitably result in the spoliation of the working classes of the several countries for the profit of the capitalists; and the working class see in the alliance between the military imperialists and the fiscal protectionists in any country whatsoever not only a serious danger to the prosperity of the masses of the people, but also a grave menace to peace. On the other hand, the right of each nation to the defense of its own economic interests, and in face of the world-shortage hereinafter mentioned, to the conservation for its own people of a sufficiency of its own supplies of foodstuffs and raw materials, cannot be denied. The Conference accordingly urges upon the labor and Socialist parties of all countries the importance of insisting, in the attitude of the government towards commercial enterprise, along with the necessary control of supplies for its own people,, on the principle of the open door, and without hostile discrimination against foreign countries. But it urges equally the importance, not merely of conservation, but also of the utmost possible development, by appropriate government action, of the resources of every country for the benefit not only of its own people, but also of the world, and the need for an international agreement for the enforcement in all countries of the legislation on factory conditions, a maximum eight-hour day, the prevention of "sweating" and unhealthy trades necessary to protect the workers against exploitation and oppression, and the prohibition of night work by women and children.

The Problems of Peace

V.—To make the world safe for democracy involves much more than the prevention of war, either military or economic. It will be a device of the capitalist interests to pretend that the treaty of peace need concern itself only with the cessation of the struggles of the armed forces and with any necessary territorial readjustments. The Inter-Allied Conference insists that in view of the probable world-wide shortage, after the war, of exportable foodstuffs and raw materials, and of merchant shipping, it is imperative, in order to prevent the most serious hardships, and even possible famine, in one country or another, that systematic arrangements should be made on an international basis for the allocation and conveyance of the available exportable surpluses of these commodities to the different countries, in proportion, not of their purchasing powers, but to their several pressing needs; and that, within each country, the government must for some time maintain its control of the most indispensable commodities, in order to secure their appropriation, not in a competitive market mainly to the richer classes in proportion to their means, but, systematically, to meet the

most urgent needs of the whole community on the principle of "no cake for anyone until all have bread."

Moreover, it cannot but be anticipated that, in all countries, the dislocation of industry attendant on peace, the instant discharge of millions of munition makers and workers in war trades, and the demobilization of millions of soldiers—in face of the scarcity of industrial capital, the shortage of raw materials, and the insecurity of commercial enterprise—will, unless prompt and energetic action be taken by the several governments, plunge a large part of the wage-earning population into all the miseries of unemployment more or less prolonged. In view of the fact that widespread unemployment in any country, like a famine, is an injury not to that country alone, but impoverishes also the rest of the world, the Conference holds that it is the duty of every government to take immediate action, not merely to relieve the unemployed, when unemployment has set in, but actually, so far as may be practicable, to prevent the occurrence of unemployment. It therefore urges upon the labor parties of every country the necessity of their pressing upon their governments the preparation of plans for the execution of all the innumerable public works (such as the making and repairing of roads, railways and waterways, the erection of schools and public buildings, the provision of working-class dwellings and the reclamation and afforestation of land) that will be required in the near future, not for the sake of finding measures of relief for the unemployed, but with a view to these works being undertaken at such a rate in each locality as will suffice, together with the various capitalist enterprises that may be in progress, to maintain at a fairly uniform level year by year, and throughout each year, the aggregate demand for labor; and thus prevent there being any unemployed. It is now known that in this way it is quite possible for any government to prevent, if it chooses, the occurrence of any widespread or prolonged involuntary unemployment; which if it is now in any country allowed to occur, is as much the result of government neglect as is any epidemic disease.

Restoration of the Devastated Areas and Reparation of Wrongdoing

VI.—The Inter-Allied Conference holds that one of the most imperative duties of all countries immediately peace is declared will be the restoration, so far as may be possible, of the homes, farms, factories, public buildings and means of communication whatever destroyed by war operations; that the restoration should not be limited to compensation for public buildings, capitalist undertakings and material property proved to be destroyed or damaged, but should be extended to setting up the wage-earners and peasants themselves in homes and employment; and that to insure the full and impartial application of these principles the assessment and distribution of the compensation, so far as the cost is contributed by any international fund, should be made under the direction of an international Commission.

The Conference will not be satisfied unless there is a full and free judicial investigation into the accusations made on all sides that particular governments have ordered, and particular officers have exercised, acts of cruelty, oppression, violence and theft against individual victims, for which no justification can be found in the ordinary usages of war. It draws attention in particular to the loss of life and property of merchant seamen and other non-combatants (including women and children) resulting from this inhuman and ruthless conduct. It should be part of the conditions of peace that there should be forthwith set up a Court of Claims and Accusations, which should investigate all such allegations as may be brought before it, summon the accused person or government to answer the complaint, to pronounce judgment, and award compensation or damages, payable by the individual or government condemned, to the persons who had suffered wrong, or to their dependents. The several governments must be responsible, financially and otherwise, for the presentation of the cases of their respective nationals to such a Court of Claims and Accusations, and for the payment of the compensation awarded.

International Conference

VII.—The Inter-Allied Conference is of opinion that an International Con-

ference of Labor and Socialist organizations, held under proper conditions, would at this stage render useful service to world democracy by assisting to remove misunderstandings, as well as the obstacles which stand in the way of world peace.

Awaiting the resumption of the normal activities of the International Socialist Bureau, we consider that an International Conference, held during the period of hostilities, should be organized by a committee whose impartiality cannot be questioned. It should be held in a neutral country, under such conditions as would inspire confidence; and the Conference should be fully representative of all the labor and Socialist movement in all the belligerent countries accepting the conditions under which the Conference is convoked.

As an essential condition to an International Conference the Commission is of opinion that the organizers of the Conference should satisfy themselves that all the organizations to be represented put in precise form, by a public declaration, their peace terms in conformity with the principles "no annexations or punitive indemnities, and the right of all peoples to self-determination," and that they are working with all their power to obtain from their governments the necessary guarantees to apply those principles honestly and unreservedly to all questions to be dealt with at any official peace conference.

In view of the vital differences between the Allied countries and the Central Powers, the Commission is of opinion that it is highly advisable that the Conference should be used to provide an opportunity for the delegates from the respective countries now in a state of war to make a full and frank statement of their present position and future intentions, and to endeavor by mutual agreement to arrange a programme of action for a speedy and democratic peace.

The Conference is of opinion that the working classes, having made such sacrifices during the war, are entitled to take part in securing a democratic world peace, and that Mr. Albert Thomas (France), Mr. Emile Vandervelde (Belgium) and Mr. Arthur Henderson (Great Britain) be appointed as a commission to secure from all the governments a promise that at least one representative of Labor and Socialism will be included in the official representation at any government conference, and to organize a Labor and Socialist representation to sit concurrently with the official conference; further, that no country be entitled to more than four representatives at such conference.

The Conference regrets the absence of representatives of American labor and Socialism from the Inter-Allied Conference, and urges the importance of securing their approval of the decisions reached. With this object in view, the Conference agrees that a deputation, consisting of one representative from France, Belgium, Italy and Great Britain ,together with Camille Huysmans (Secretary of the International Socialist Bureau), proceed to the United States at once, in order to confer with representatives of the American democracy on the whole situation of the war.

The Conference resolves to transmit to the Socialists of the Central Empires and of the nations allied with them the memorandum in which the Conference has defined the conditions of peace, conformably with the principles of Socialist and international justice. The Conference is convinced that these conditions will commend themselves on reflection to the mind of every Socialist, and the Conference asks for the answer of the Socialists of the Central Empires, in the hope that these will join without delay in a joint effort of the International, which has now become more than ever the best and the most certain instrument of democracy and peace.

SUPPORT The Canadian Railroader, the Magazine with an object. Put Men of Our Own Class In the House of Commons and In the Provincial Legislatures. Subscribe To-day—$1.00 per Year.

Heroes of the Road

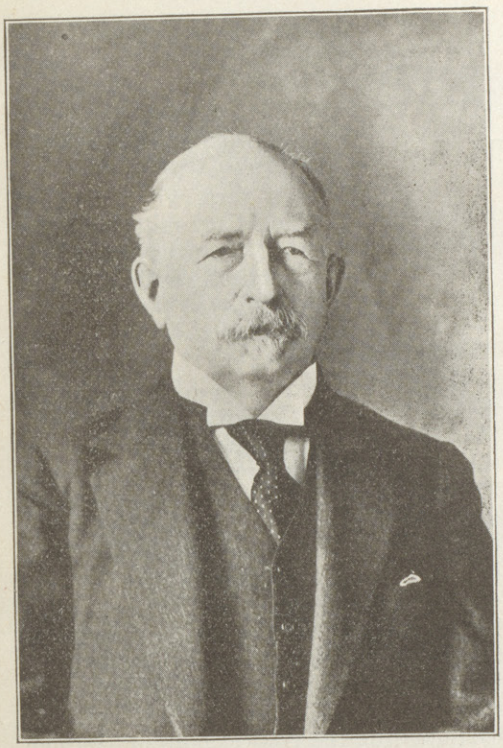
IN ORDER to give some recognition to men who have done so much to build up its fine record of efficiency, the Canadian Pacific has decided on a new policy which should attract wide interest. Hitherto on this continent railway locomotives have been identified by numbers only—a practise which has prevailed elsewhere except on certain English railways. On the Great Eastern, for instance, one famous engine was called after the chairman of the company "Claud Hamilton." On the Great Western Railway, the shield over the great driving wheel carries a distinctive name—thus the giant of the "Star" class is called "The Great Bear", there is a "Knight" class, in which the "Knight of the Garter" is conspicuous, while one well known engine is named "King Edward." On the London and North Western Railway one of the most powerful locomotives is named after the Greek hero "Achilles."

The Canadian Pacific believes that it is not necessary to go back to ancient Greece to find the names of its heroes. They are among us to-day, driving through the fierce blizzards of our Canadian winter the freight trains laden with supplies for the Allies, or the lighter but speedier passenger trains on the Imperial Highway which links Atlantic with Pacific. Take for instance Bronco Wilson, one of the most popular engineers on the Western Division, who won his reputation on the old Prince Albert Branch, famous for having no water but lots of snow. Bronco is the cowpuncher of the "iron horse" and would consider it the biggest disgrace out of jail to let an engine die on the road, and if his engine was badly stalled would draw off the fires, put slabs on the top of the hot grates and in spite of the blinding steam caulk the tubes and light the engine up again. Achilles, the greatest of the heroes of ancient Greece, sat sulking in his tent because Agamemnon took one of his slaves. The lack of a maid would certainly not prevent a C. P. R. engineer from driving his locomotive to White River at 60° below zero, with the wind against him blowing fifty miles an hour. "Romance is dead," say the pessimists. "No," says the C. P. R. with Rudyard Kipling.

"All unseen, Romance brings up the 9:15."

It has, therefore, been decided to name certain of the Canadian Pacific locomotives after the engineers, who by meritorious conduct or by acts of special bravery have, in the opinion of the management, earned the right to special distinction. Some of these names may even be taken from the 92 engineers who are on the pension list—men like Ash. Kennedy, who grew up with the west and ran engines when the C. P. R. was still laying tracks across the prairies—a big man physically, mentally and morally, commanding the respect both of the men and of the big officials—the father of the western engineers, and now Assistant Grand Chief of the Brotherhood. Other names may be taken from those who have passed away into the land where there is no longer need of railways—such, for instance, as Dave Bowker, identified particularly with No. 920, who for thirty-four years drove his engine without a black mark against his record. Then again there are heroes like Norman Wight, compelled by ill-health to forsake his engine but prosperous now in another business. Seeing one day a child on the track too late to stop his train, Norman Wight ran along the pilot and by leaning forward lifted it out of harm's way just in time. This earned the medal of the Royal Humane Society, and surely earns the right to name an engine.

There are other C. P. R. engineers still on duty who have done good work and whose names may soon be commemorated on some giant high type passenger engine. They are to be found on every division from St. John, N.B., to Vancouver, B.C., men fiercely loyal to their Company and to their President, Lord Shaughnessy whom they know as the man who always gave the Brother-



LORD SHAUGHNESSY
President C. P. R.

hood a square deal. The names of these men may not be known to the general public, for often the engineer's best record is to be never heard of, and they themselves are the last men to seek the limelight. Take, for instance, Jock Hartney, so skillfull in starting that the passenger does not know the train is moving till he looks out of the window. Jack Smith, on the run between Ottawa and Montreal, is another notable character. In the days when the C. P. R. and the Grand Trunk used to race between these two cities, Jack always claimed that he never raced, but at the same time that he was never left behind.

On the other side of the Continent are Alf. Solloway, a veteran who joined the C. P. R. thirty years ago and knows Cascade Canyon like a book; Lew Patrick, the safe man of the Selkirks, who in the old days before Rogers Pass was tunnelled, when the C. P. R. in winter did sometimes have slides, was said to be able to smell a slide ten miles away; Willis Armstrong, another mountain man with eyes that hardly needed the headlight to see through the dark canyons, and Dan Murphy, of the Crow's Nest, a big man in a big locality. On the prairies, besides such men as Bronco Wilson, there is Con Leary, nicknamed the President —openhanded, big hearted and always on time; and John Pascoe, 100% efficient as an engineer, never known to have an engine failure, the man who made the success of the Cross Plough. Billy Woods is further east, a sky pilot in overalls with strong moral influence on his fellows. Alph. Bilbie and George Leach are railway leaders in Ontario, each of them steady as a clock. In Quebec there is Arthur Charlebois—known as the Snow Man, who can buck a snowdrift when no one else can. Mate to him is Harry Leclerc, known as Bronze Buck, a French-Canadian worthy of his race and always on time.

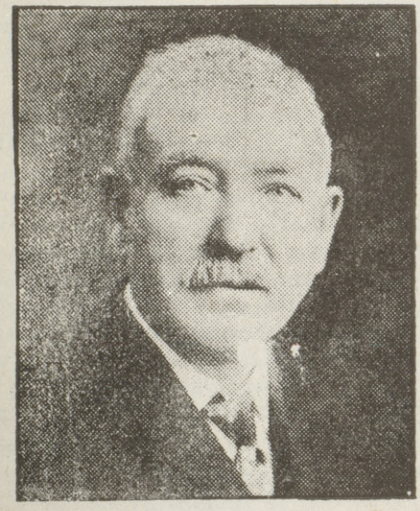
Over two thousand locomotives run in the Canadian Pacific service, with over two thousand engineers. It is not the intention to name every locomotive at once, but only those in passenger service, and to keep each name as a privilege and a reward. The idea is one which



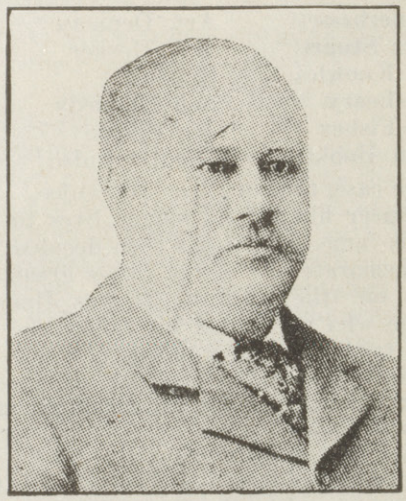
SIR GEORGE BURY
Vice-President C. P. R.

should appeal to every man who knows the value of personality in good railroading. It appeals to the C. P. R. because it will make for efficiency and encourage that *esprit de corps* which is the key-note of the whole Canadian Pacific System. The engineer does not think of his locomotive merely as a machine. It is something almost human to him. "She is a good engine," you hear one call to a passing conductor, "but full of hard luck." It takes an engineer months to master the peculiarities of a new locomotive, and for that reason he is not much in love with any pooling system, preferring to have one engine at any rate "assigned" to him—an engine that he can almost call his own. Were he to know that his favorite engine would eventually bear his own name, surely he would take greater pride than ever in work well done.

Headlights *on* Western Rails



ASH KENNEDY.



BOB MEE.



Showing how the name of noteworthy engineers will be painted on the insignia of C. P. R. locomotives.



CON LEARY.

NO NEW policy undertaken of recent years by the C. P. R. has received such widespread expression of approval as that of naming passenger locomotives after the engineers, who by reason of their fine service or deeds of exceptional heroism have earned special distinction at the hands of their Company. If the engineers themselves are pleased, still more so is the general public which realizes that an admirable system has been discovered for paying due tribute to a splendid race of men who have hitherto hid their lights under a bushel. The C. P. R. intends to display these names in no niggardly fashion. They are to be incorporated on the new-

Blennerhassett	Art. Denman
Jamie Stuart	Ted. Hosker
Bob. Knowles	Kendall
Con. Leary	Ash Kennedy
Jim. Fisher	Jac Pascoe
Adam Hobkirk	Jim Brownlee

In one case, that of "Jim Brownlee," the engineer himself no longer lives to enjoy his fame. But it has been decided to commemorate one of the really great drivers on the C. P. R. It was Jim Brownlee who persuaded his fellow engineers to burn the western (Crow's Nest) coal, which, on account of its

ly adopted insignia of the railway — a circular band enclosing a beaver mounted shield on which is painted the Maple Leaf. The name of the engineer will be in letters of gold upon a blue ground, while the green leaf, the white shield and the brown beaver afford a colour combination exceedingly striking and effective. This insignia will be painted under the windows of the engineers' cab the most conspicuous, and, at the same time, most appropriate position that could have been selected. The following is the first list of names that have been selected for the Western Lines, and are now being painted on to locomotives:—

Andy McFarlane	Broncho Wilson
Dan Murphy	Fred. Allott
Lew. Patrick	Billy Pollar
Bob. Mee	Tom Gill
Will. Woods	Willis Armstrong
Fred. Watson	

character was familiarly known as "Brownlee's fine cut". Andy McFarlane has another nickname—that of "Ca'tious," for he is a thorough Scot and cautious is his motto. A similar list of locomotive engineers on Eastern Lines selected for this special honour will be issued in a few days.

The Trackwalker

With head bent low and shoulders stooped
And slow, down-looking eye
Fixed on the rail, a silent shape,
The trackwalker goes by.
A five-mile strip of shining stone,
Edged with an iron band,
Is all his world. Cold snows that drift
In blizzards o'er the land
He heeds not, nor the autumn rains
That rustle down the air.
Rail bolt and bar to keep in place—
This is his only care.
He steps aside a moment
Ere the rushing train flies past,
Then stoops while yet the gravel whirls,
To make a loose bit fast.
Morn is to him a starting-point
To tramp through sun and rain;
His noon a place to turn and start
Back to his home again.
A ceaseless traveler, all his days
New lands he ne'er may roam;
In yonder orchard is his house,
Here 'twixt the rails his home.
Unmourned, unmissed, he dies to find
The last lone miles all trod—
But whoso walks a railroad track aright
Has walked with God.

Fifth Sunday Meeting

AT MONTREAL GREAT SUCCESS

Many Notables Present on Platform — Representative of Sir George Bury Conveys Message of Appreciation — Prof. Stephen Leacock at his Best on the "Economic Aspect of the War" — Large Crowd Attends

Meeting March 31st, 1918, at the Stanley Hall — J. A. Woodward, presiding

THE Chairman: I regret very much to announce the absence of Sir George Bury. He did not get into town until six o'clock this morning and urgent business is keeping him away. He has sent Mr. E. A. Cunningham, chief efficiency engineer, to represent him. Senator Robertson on account of the arrival of an unexpected guest is unable to be in Montreal, but Mr. Quirk who is the vice chairman of Senator Robertson's Board for the registration of the man power of the country is with us and will speak. Mr. A. Price, assistant general manager of the C. P. R., Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, H. B. Peerham, president of the Order of Railroad Telegraphers and James Murdock, vice-president of the Brotherhood of Railroad Trainmen, are also unable to be present, but send messages wishing the Association success in its efforts.

This is a democratic meeting. On our platform we are pleased to have representatives of industry, of labor and of education. Mr. Cunningham represents Sir George Bury, the vice president of one of the greatest creations of industry under the sun. Professor Stephen Leacock of McGill University represents education and George K. Wark, vice president of the Locomotive firemen and enginemen represents labor, and we also have with us Mr. Lynch, general chairman of the Locomotive Firemen for the C. P. R., and Mr. Chapman, general chairman of the Order of Railroad Telegraphers for the Candian Pacific, and the Hon. Sydney Fisher. Before calling on the speakers however I would like to say a few words as to the objects of these meetings.

Two years ago about a dozen enthusiastic railwaymen met and discussed ways and means of arranging a series of meetings, that would be the means of bringing the railroad men of the Dominion of Canada closer together. We decided to take for our platform education and political representation for the workers. Since that time we have held a meeting regularly every time there has been a fifth Sunday in the month. The Fifth Sunday idea comes from the fact that there are four months in the year with a fifth Sunday so that we decided to use the Fifth Sunday of each of these months to hold meetings of this character. We decided recently that if we wished to get maximum results from these meetings we should extend invitations to every branch of the service and if I am to judge by the number present we have taken a step in the right direction. We have progressed further along the line of co-operation than we ever expected to do when first we inaugurated this movement. Eight men met together to discuss the proposition of calling these meetings regularly and they have grown steadily and we hope they will grow and that the next one will fill this hall. We are establishing meetings of this character in all railroad centres and will report them fully in the columns of our magazine the Canadian Railroader. We hope to make the Railroader one of the best educational magazines in the Dominion of Canada. We have been able to form active associations of men who are determined to get somewhere and do useful

things along educational and political lines. In nearly every magazine and newspaper nowadays you read articles on co-operation, a demand for a more just and equitable dealing and a better understanding between all classes of society. From the government, from the church, from everywhere these appeals come. Still most people are indifferent to the rapid changes that are dawning on the world to-day. The process of evolution, of reconstruction is silently at work in every country in the world. The workers recognize and many of the leaders of industry frankly admit that future developments must be based upon closer co-operation and a better understanding between all concerned. In the process of readjustment the existing machinery must be kept running while the new is being installed. This is the great problem and we believe that meetings of this character will be of great assistance during the war and during the period of reconstruction after the war in solving these problems. I can only faintly touch on the work we have undertaken owing to the fact that we have a very long programme and under such circumstances I think it is the duty of the chairman to take as little time as possible. However, I know you will be greatly interested to learn that there is a meeting of this character in Farnham tonight and the speakers are to be Superintendent J. H. Boyle of that district and H. S. Ross, K.C., of this city.

Remarks by E. A. Cunningham, Efficiency Engineer, C. P. R.:

Mr. Chairman, Gentlemen:—

It is my privilege to attend this evening to represent Sir George Bury.

Sir George intended to be present as your guest. He has been absent from the City all week arriving late this morning and finds himself unable to be with you to-night.

He wishes however to convey his thanks to you for the invitation to attend, and to deliver to you a message of good will and sympathy toward your movement.

To those of you who are of the Canadian Pacific Railway he has specially asked me to deliver a message. That message is, to say that he appreciates greatly the splendid co-operation extended during the past year and the excellent spirit shown during the present period of anxiety in world's affairs; without that co-operation it would have been impossible to have reached the ends attained.

It is understood that at times exceptional work has been done which has escaped notice owing to the modesty of the individual who has rested content in the knowledge of duty well done. It is good to know that many such acts are performed in railway life.

I may be permitted to add that he is a strong believer in united effort, team play, as it is called, and he is in consequence in sympathy with any movement which will bring men together and thereby lead to a better understanding of common hopes, aims, fears and ambitions as men.

It is my duty to convey to you all his heartiest greetings.

The Chairman:—We are all grateful for Sir George's message to us, especially the C. P. R. men and I can assure him that his message will be spread across this continent. Professor Leacock needs very little introduction to a Montreal audience. I have heard it said that he is so full of knowledge that the only thing he has to do is to impart it to others and I am going to ask him to impart some of that knowledge to you tonight.

LECTURE ON ECONOMIC ASPECT OF THE WAR

By STEPHEN LEACOCK

(Verbatim Report.)

Professor Leacock:—I believe I was announced to talk on the subject of the Economic Aspect of the War. That seems a rather long and complicated title, the kind of title that we professors pick out by instinct.. We never use a short word where a long one can be found instead of it. But what I am to talk about, put in plain English, is the war as it affects the labor and the efforts and services of the people who are here at home. I do not know that there is any other aspect that is more in our thoughts at the present time than this, because, to speak frankly, it has been dawning on a good many of us during the last week for the first time in all the war that perhaps Germany may win; and not merely win in the mere sense of succeeding in making a successful advance and keeping the Allied armies off German soil and forcing us to make a compromise peace. It has become clear to us, and it is better to say it straight

out and frankly, that Germany may possibly win in the full and complete sense of the term and may find herself able to dictate terms and to force the French and the English to bow the knee to German rule. Now we know we have learned in the last three and a half years, what kind of rule that would be. We have no illusions left about the German temperament or the German character. We no longer look on the people of the German Empire as lost sheep who have been led astray by a degraded emperor. We know them all and while they exist in the world and their tendencies have full play and power there can be in it neither peace nor happiness for the rest of mankind. And if we have come to a condition where we realize that that is a possibility it is better to say it straight out and ask what are we going to do about it than to try and mask and conceal the fact with a false optimism that will not admit our possible defeat. What I say is not said in any spirit of complaint or bitterness. We know everyone of us that our men at the front have done everything that heroism can dictate and courage accomplish, and if I say the Germans may win it is because that is the most helpful thing for us to admit at the moment, and, having admitted that it is possible, to take care that it shall never happen. But we have to admit that the Germans have, in the physical and brutal sense done much. They have not only safeguarded their own territory, but they have now in Europe under their sway, apart from the confused Empire of the Russians, no less than 36,000,000 subject people. Much of the fairest territory of Europe, the corn land of Poland, the oil wells of Roumania, are in German hands. Four of the historic capitals of Europe, Brussels, Belgrade, Bucharest and to-morrow Petrograd are within the German power. We are able to boast of the conquest of the German colonies but these are not for the present an immediate asset though they may be a hope of the future. For the moment at least we have to admit that the Germans in the brutal and physical sense of the term have done a great deal. There are certain things, however, which they have not done, certain things in which they have fallen short and where the victory lies supremely with the English and French. For the German conquest has been obtained only at the price for ever and ever of the good name of the German people. Everywhere there is the same record of cruelty and rapine of the brutal tyranny of the conqueror, while for the French and British there has been written the record of an army inspired by the best traditions that have made our races what they are. We are able to feel that wherever the English or French have gone, in victory or defeat, in adversity or prosperity, everywhere they have held up the high name that has been handed down to us by our ancestors. In the moral sense of the word the Germans are beaten and hopelessly beaten already. The world can never look back on this war, however it will end in the military sense ,as anything but a great and splendid conquest for democracy as against the brutal and autocratic system of the Germans.

But having said that we ask ourselves why is it that apparently there seems to be a chance that might shall be right, that apparently the outcome of the forces of darkness could actually put down the forces of light. We have no doubt as to the justice or righteousness of our cause, but yet we are compelled to wonder why it is that victory seems so doubtful and difficult to achieve. And what I want to try and bring before you is this, that the victory that the allies are to win, if it is going to be won, has got to be won by the people who are to stand behind them at home, has got to be won by the organized forces of production and service of those people who are supposed to be supporting with their labor, their money and their brains, the Allied cause at the front. Our soldiers have done, are doing, and will do, everything that courage can dictate and everything that heroism will accomplish for victory, but we have got to put behind them, and we have not yet put behind them, the amount of organization that can carry them to their final goal. Look at it in this way. Take the enumeration of the resources of the hostile forces on the two sides and the preponderance is overwhelming. I would venture to say there is not a single man in this hall who could even name with accuracy the list of the allies, so numerous are they, that there is nobody who would not leave out a nation of twenty

or twenty-five million people. And when you count up the list of the allies and their population and territory and resources, the thing appears absolutely overwhelming. Here you have the British Empire with no less than 417 million people in it. Here you have with it the United States with 102 million people on the continent and some twelve million subject people in its dependent territory. Then you have to add to it as our strange and latent ally China with 400 millions of people, with absolutely countless man-power and in certain parts of its Empire the most fertile territory in the world. To those are joined the Belgians, who alone have six and a half million people in their original population and an enormous subject territory in Africa. France with nearly 40 million people, Roumania with 6½ million, the Italians with some 40 millions. Nor must I for, fear of giving offence, leave out Cuba and Panama, and Siam and others of our distinguished allies. Nor must I omit the six million people of Portugal or the sixty million people of Japan. And at the end of the enumeration I find that I had almost forgotten the 175 million inhabitants of Russia.

One has only to look through this list in order to realize how overwhelming in point of man power seems to be the superiority of the Allies as against the Central European combination. And if you take it in point of territory the superiority is more overwhelming still. We don't need to reckon in square miles, we can reckon in continents. Practically the whole of Asia, almost the entire continent of Africa is ours originally or by conquest in the war. North America is solid down to the Rio Grande and South America has three great States that have broken off relations with Germany. In fact if you look at the list of territory and men in the world that contains one and three quarter billion of inhabitants (with or without souls) no less than one billion three hundred million are presumed to be fighting against the Germans. You may say, and quite rightly, that the mere number of inhabitants does not count. You may object that inside the British Empire the 300 million in Hindustan don't represent the same asset as half a million good Canadians, or you may say that I am reckoning such items as our seventeen million of the black brothers in Nigeria and so on. Quite right, but after all the enumeration of man power is one of the factors to count up. But let us take, if you will, the comparison of wealth, for Mr. Lloyd George has told us that it was the last sovereign that was going to win, the silver bullet that was going to end the war. In the United States when that country went to war it was estimated that the whole wealth of the Republic ran to two hundred billion dollars and the whole estimate wealth of Germany, Austria and their Allies, before they began to fight was never more all put together than about 120 billions. So the United States went into the war in the spring of 1917 with a mass of capital wealth that was supposed to represent more than all the available wealth and resources of the German Austrian combination even as they were before three years of strenuous fighting. It would seem then on the face of it, as if such an enormous combination of men and money and power ought to be able with the greatest ease to overrun, blot out and annihilate any conceivable combination of lesser people brought against it. And therein lay one of our great initial mistakes. We all recall how in the first week of the war every newspaper was busy counting heads and dollars and drawing little maps of Europe as it was going to be after the war and the compensation that we should give to Servia and to Poland and the way in which we should impose our will on the German people and restrict their territory. When we look back at that now we can see just exactly why it was. We had supposed that because we had such an enormous preponderance of men material and money that quite irrespective of relative courage or strategy or generalship the victory must be an absolutely foregone conclusion. We took that initial error and wove it into our thinking and we have been more busy with discussions of what to do after the war than during the war. We hesitated about every step because we thought it would be too great. We hesitated about the imposition of an income tax, the most obvious and effective method of war finance, because we supposed that after all the war would soon be over and an income tax as apart from the stress of war, is a thing our people have never had any

great affection for, that from start to finish we have been led astray by the overwhelming magnificence of our apparent resources, and we have never stopped to ask ourselves in detail to what extent such resources can be used or whether after all war depends so much on mere wealth of resources as upon the quantity of resources that can be used at a given moment and the power with which they can be thrown into the struggle. And now we are beginning to see that splendid as are the Allied resources, there is a tremendous percentage of them which for the time being cannot be used at all. In the strict and physical sense China is of little use. It is without railroads and internal communications with nothing but the most primitive form of transport and manufacture, and hence the huge latent strength of China cannot be made available for war. In order to make it effective we should have to go into China and build railroads and modernize the whole system, and it would be years and years before a proportionate contribution in man power or material power could be got out of the country. We can bring men from China, as we are doing, but they do not represent more than a fraction of one per cent of the latent possibilities of China. And then there are our African countries, and Hindustan from which we can get but little. Moreover, the difficulty of transport even from countries where material is available precludes us from anything like the complete and effective use of the resources that we have. So we have to admit that natural physical conditions absolutely prevent us from using the full power of our resources. The best we can gather together at any single time is, after all, only a fraction of our supposed total. But here enters another difficulty which is the special theme which I wish to discuss, namely that of the resources which ought to be available. We are still, after three and a half years of war using only a minor part. In order to understand this you have only to look about you in Canada or let us say in the United States and ask yourselves what are the occupations of the people. You find a certain number of people are actually at the war, either on the firing line or behind it, or performing war service behind it. But everybody knows without going into figures, which we are not supposed to talk about, that at the best that number of men now would not represent half of one per cent of the continental population of the United States. It is commonly reputed that if we can reckon that we have with us now half a million Americans overseas, that is as much as we can suppose is there and now it is clearly evident that behind that there will be quite a number of people who will be in training, getting ready to go to the front and quite a number of people who are performing direct war services at home, in the war office or in the thousand and one subsidiary branches. But if you like to make the most liberal estimate of all the people that there are doing direct war service you still will not account for more than two or two and a half per cent of the whole population. What then are the other people doing. How do they spend their lives? What is their business? And if you look abroad you will find the fact, obvious enough, that the great mass of people are mostly going ahead with the kind of occupations that they carried on in peace. That an enormous amount of the industry of the nation is being put into the production of commodities which have absolutely no bearing on the war whatsoever. Some of these commodities are sheer luxuries like the gasoline which the joy rider burns up for his recreation. Some are superfluities like the publication of ten newspapers where one would tell us the news. Others if luxuries or superfluties are mere pleasure, such as the theatres and moving picture houses, that are scarcely taxed and running night and day with a bigger harvest than at any time in hours of peace. Then all kinds of things to adorn and decorate the home, to make our civil life happier (as it ought to be in time of peace) furniture, wall paper, pianos, Victrolas and a thousand and one things being turned out by the labor of the nation which are of no conceivable use or purpose for the winning of the war. You may tell me that this is the only organized industry that we have and that these things after all supply the taxes by means of which we raise our war power, or that if we

were to bring in laws that should destroy all that kind of production we should find ourselves sitting amongst the ruins of a pauperised nation with an empty exchequer, with business at a standstill everyone out of work and fifty times worse off than now. Now I quite admit that if you were to try to turn suddenly the economy system under which we live into a war economy and suddenly to cut off the occupation and the salary of nine men out of ten and insist that only the people making munitions or food or direct war material were to go on drawing their pay you would simply shipwreck the nation. That would serve nobody. But what we have to consider is to what extent would we slowly, reasonably and with the minimum of interference with individual fortune, convert the wasteful system of production in which we live into a real war production. I say slowly because I think it is at least wholesome to recognize that the war may last three, four five or ten years longer. On this point every economist that ever wrote, every thinker that ever thought and every minister of finance that ever manufactured a surplus has been incorrect. It was commonly said when the war broke out that it could not last, that it must carry with it national bankruptcy. The financial writers claimed that if the war went on for two or three years Great Britain would have twenty billions of dollars of debt. They were right. She has twenty five billion dollars of debt and France has twenty five billions too. Germany I am glad to say has forty billion dollars of debt. I think even the Turks would have had a debt if anybody would have trusted them. America has expended nine billion dollars on the war in one year, and is proposing to spend three and a half billion dollars more for the air service alone. We have gone head over heels into the land of frenzied finance that has confounded every conceivable prediction that was made in the economic field before the war. The only thing that we can begin to feel sure of is that somehow or another the war can go on as far as finance is concerned and will go on. We shall find in fact that we come back to the old and brutal and primeval truth that men can go on fighting as long as they have a club to fight with and something to eat. And therefore all the elaborate mechanism of our civilization, the strange and wonderful complexity of our banks and exchanges and all that does not count a particle. The war can go on as long as there are men and gunpowder and food for them and on these terms the war can go on indefinitely as far as the economic aspect is concerned. Here again we have been deceiving ourselves. We have listened to stories of German exhaustion, Austrian decay and Bulgarian perplexity. Every time some ingenious gentleman has told us of the long queue of people waiting for their sausage in Vienna, we have said the war is nearly done. We have never realized that if half the population was starved out we might still find ourselves opposed to a determined enemy who would only submit to conquest by arms. We have got to be done with the hope of German exhaustion. We have to see to it that they get thoroughly beaten and licked in the real old sense of the word, and go home licked. And, for that we have to see to it that we make a real and proper use of all the economic powers that we have. How can we get it? What is the way to begin it? Are we suddenly to turn loose a food of legislation? If we grant our system is wasteful and not working for the winning of the war, that the attitude of our cities is that of luxury and wealth, or misapplied diligence and industry, how are we to go about it to make a change? We can best understand the line of national conduct needed if we ask ourselves what would be the perfect aspect of a nation at war, a nation using every ounce of strength and every atom of effort and power that it had—what would it look like? Every man would be performing something connected with one of the trinity of war services, food, transport or fighting. Every man would be either fighting or would be part of the administrative organisation of the fight, or would be concerned with the production of war material or he would be concerned with raising the necessary food for the fighter and for those who are making the war material, or he would be concerned in the branch

that touches all of them, the necessary transportation of food and war supplies. We may imagine a nation that had been really organised for war, in which, when the clock struck and the war began, every man went to his appointed place as the German soldier does in the military sense in which mobilization is understood. The men of figthing age would unhang his uniform and go to the front, and every man of the population, high and low, rich and poor would walk into his appointed place and take down, if not his uniform, at least his overalls and get busy at some kind of war work. If you can imagine a nation of people who are organized in that way, in which at the outbreak of the war the wheels of ordinary industry stopped, in which the production of luxuries and superfluties came to an end, and in which everybody was drafted on to the farm or into the munition shops or into the transport system or the firing line and held there by the supreme grip of the national will, that kind of a nation would be absolutely unconquerable, because it would combine all the splendid courage which is the tradition of the race from which we spring with the kind of organisation that we have never managed to attain. The Germans have not an organisation of that sort, but the economic secret of their strength is this they have something that more nearly approaches to it than what we have. We have lived upon democratic freedom, a splendid thing, but it has carried with it in the economic sense the fact that we were producing every man for himself, with no view that is for the collective welfare. Take the production of food, and here I am not saying a word of complaint against the English policy or giving one word of voluntary praise to the Germans. I only want to state plain facts as they are with the hope that some good may come of it. Take the production of food in England before the war. It was run as a purerly private industry. It was taken for granted then if it paid to raise and sell wheat, wheat would be raised and sold, and the result was that as it had pretty well ceased to pay to raise wheat, Enlgand which used to raise one hundred million bushels of wheat a year at the time when there were only about fifteen million people in it, raised only fifty million bushels prior to the war at the time when there 36 million people. In other words, the production of wheat had so fallen off that four loaves out of every five that went on the English table had to be brought from abroad. And with the production of wheat so with the production of all other food. The English answered any objection by saying that this was perfectly satisfactory, that as the worrld was run, private industry woud look after it and by the system of free and simple trading England could always buy food from the outside. The German people insisted on regarding food as a collective industry. They would not have it that the food should come in from the prairies of America and constitute the main part of the German food supply as it did in England. They contrived by different means, of which the tariff was the most obvious, though by no means the only one that at a considerable national sacrifice the production of food in Germany went on unimpaired. As a consequence, of the 66 million people in the German Empire before the war, nineteen million belonged to the agricultural class and Germany was to a very great extent a self sustaining country in the matter of food. They imported food from Russia and they exported it to Russia.

Everybody knows that food will go back and forward between two contintiguous countries to a certain extent. Now supposing we had an ideal war organization, it would mean that everybody would at once be drafted into the industrial army and would find himself in receipt only or army pay, that high and low, rich and poor, would at once be put on a common level, that every man would become a true citizen of the State and if he were young enough and if circumstances permitted he would go to the firing line, but if he stayed at home he would be under the same kind of regime and could pin on himself the same badge of patriotism as the man who stood behind the gun. But with all the goodwill in the world we cannot suddenly attain to that. It is too complicated. We might, and if we were a wise nation we would, after the

war, whenever that comes, take thought as to how we would make a war machine that would immediately and at a given word embody the whole war power of the nation. In the face of the enemy we can do nothing as elaborate as that. But we must bend and twist and mould our public policy by every effort more and more into the shape of a war machine. How can we do it? This is the economists solution — the most simple and the most talked about, namely thrift. The economists are in no doubt about the virtue and reality of thrift. Some people say if you have been in the habit of having luxuries surely it would be unfair to go without them because you are only hurting somebody else. But if you examine it further you will see that you are not only not hurting anybody else but are doing good to everybody else. For consider what happens in war time when you have a government eager and willing to hire all the people that it can with munitions to make that can never be made fast enough, with transport to carry it that can never be completed, with skilled and unskilled labor called for to such an extent that we fetch it from the remotest parts of China. Are you throwing people out of work by giving up luxuries? Not at all. You are throwing them from one job into another. If you and I would take our oath that we would not have new wall paper during the time of the war even if it lasted ten years, or if we said that we would never buy a new overcoat if the war lasted a hundred years, what would be the effect? Ruin the clothing trade? Not a particle. The first effect would be we would have money in our pockets available for use, and then of course as a second step necessary we would loan the money to the government. I don't want to extol tremendously the virtue of the capitalist and of the man who buys bonds, he does it sometimes for a selfish purpose, it is a mighty good investment and we hope he will be amply repaid. It is altogether a false sentiment to make out that the man who loans his money to the government is a great and conspicuous patriot. Not at all. But for the time being he seems to be doing exactly the same thing as if he gave the money to the government, because as you notice, the government borrows one hundred dollars and at the end of the first year it gives back only five. It is the same as if you gave the government $95 so far as that year is concerned. And at the end of two years the government gives you another five and it is the same as if the government had ninety dollars, and at the end of the third year it is like a gift of $85 so far as the usefulness and effectiveness in the war goes. Let us say then that a man decides to go without a new spring overcoat and is able to take a $25 and invest it in a government bond. The government gets that and puts it into munition work. What the man has really done has been to take a little fraction of the capital and labor of the country and twist it from where it ought not to be into exactly the place where he wants it, and when that man decided to go without his new overcoat he had fired $25 worth of buckshot into the hide of the Germans just as surely as if he had done it with a gun. And what we have to remember on this matter of thrift and government bonds is that every dollar counts. It is not only the big subscriptions that count, it is everybody's. If the man were merely to put in five cents he is firing five cents worth of buckshot, and enough of that if fired into the fleshiest bulkiest part of him will get the German on the run to Berlin. So much for thrift. Another thing is legislation, the application of compulsory legislation as far as we dare do it without breaking the machine. I am not a carping critic of our government. I hope I am a loyal supporter of the administration and I thoroughly believe in the old Lincolnian idea of not trying to swop horses crossing a stream. But I think our government and the English government have been a little slow in applying compulsory legislation. Take food control. I appreciate very much the efforts that have been made, the altogether patriotic efforts that have been made by our two food controllers, Mr. Hanna and Mr. Thompson. But I could wish that they would say to the government, we want to be done with begging the people not to do this and urging the people to do that and we want to say you have got to do this and got to do that or you will go to goal for it. They tell us it is the need of the hour that we should economise bacon in order that it may go over to the Allies. They tell us

to economise wheat and live on other kinds of grain in order that our wheat may go to the Allies. Give me a pen and ink and a statute book for four minutes and I will write you out a law that shall do more for food control than four years of persuasion. I will write you a law that no man shall expose for sale at home the kind of meat and the kinds of flour that we want to send abroad. And if you tell me I am destroying the farmers' prices, then I will say: To hell with the farmers' prices. We have had far too much consideration for particular interests, and we have got to be done with it. I do not mean, and I think I made myself clear before, I do not mean we should put in power a wild Bolsheviki government that under the pretence of social betterment would tear up the roots of society. I admire the splendid spirit our government has shown, and I get from it a feeling of power, but I think the time has come to apply the sharpest twist of legislation that we can do, the sharpest possible pressure of compulsion that we can do without danger to the structure of the community. Unless we do that we are going to be beaten. When I look at the situation of ourselves, the United States and the English, I am convinced that is the thing that is wanted, not persuasion or exhortation, but the absolute rigor of the law, not begging people as to what they are to do but telling people what they must do. And I am of opinion that if that kind of law were promulgated every man who has a patriotic feeling in his heart would shout for joy at the idea that he too was going to make some little kind of sacrifice for his country. It we cannot do that and submit to that, we have to let a pack of damn Germans rule over us and the people that can form a collective organization will win against the slothful. There is absolutely the central point of the problem. We have got and are proud of having democratic government all through the Allied nations. We like to think that under the rival forms of a revered monarchy or a staunch republic we have got after all the same thing in France, England and the United States, everywhere the rule of the people and I hope the time will never come when we want to change the rule of the people for any other form of government. But democracy has its peculiar shortcomings and the great trouble is that for every step it takes it has to placate public opinion. It has to plead and provide a way. In England they could not have conscription until the man in the street realized that they were about to walk into the abyss of disaster.

In England they did not have maximum prices and food control until the sharp tooth of hunger was in their vitals and forced them into it. Everything we have done in the economic sense is being done just a little too late because at every step we have to plead and wheedle and badger our democratic people. Economically we have got to change all that. I am saying nothing against the military side because I am so filled with admiration of the splendid record of the Canadian and British soldiers and so confident of the equally splendid military record that is going to be written into the annals of the United States. Our men over there are doing their part, but it is for us at home to do ours and we cannot do it unless we somehow feel that we want a government democratic in the sense that the people put it there, but autocratic in the sense that we mean it to rule the country. We have got to try to create a sort of public opinion that will sanction that, the sort of public opinion which will demand that and will say to our government give us a form of authority something like a dictatorship in the hour of trouble. The ancient peoples whenever their commonwealth was at stake chose the best man among them to be their dictator and put themselves in his hands, their life and death, their homes and fortunes, their wives and little ones under his rule, because the ancient peoples found that in that way only could they win. Experience showed them the way. That is what we should do in Canada. I have been glad of this opportunity to speak to as representative a gathering as we could get in Canada, to put before you these ideas which mean so much and are so vital in our fortune. I have not meant to speak in a spirit of querilousness or complaint, but I hope I have contributed some little bit towards forming the kind of public opinion that we have need of. If I have done so I am amply rewarded for the opportunity of coming here and

I thank you for the opportunity I have had.

The Chairman: I am sure that in these momentous times a lecture such as Prof. Leacock has given to us tonight will be very beneficial. There are two things I would like to comment on. One is public opinion, an intelligent public opinion in this Dominion of ours. That is one thing that our Association is aiming at. There is another thing you mentioned, about certain interests who take from the people and from the country things that they think belong to them without contributing anything in return to society. I can say to you that our association is sounding a bugle call to the railroad men and the people of Canada to get rid of those interests as quickly as possible. I can asure you that we are all delighted to have had you with us tonight and we hope as we move on that you will consent to speak to us again and I hope that the college professors of Toronto, Winnipeg and Vancouver and across the whole Dominion as we spread, will be as kind to us as you have been tonight.

Mr. A. McA. Quirk: You will probably ask yourselves what is registration and what does it mean. You are probably hearing for the first time in Montreal, perhaps in Canada of the intention of the Dominion Government in imposing what is known as registration upon the man power and woman power of this vast Dominion. It means just that. For the purposes of the war it is the intention of the Government through the registration Board to force and compel every man and woman in this wide Dominion over sixteen years of age to enregister. Professor Leacock has told you that we have suffered from the errors of democracy, if I could call them errors. He has told you we have not suffered any great inconveniences. You and I have never undertaken any sacrifices in this great war. We may have lost those dear to us who have fallen on the fields of Flanders, but we have not felt any great inconvenience. And now the Government of Canada, through the medium of the Registration Board, which is one of the various sub-committees of the War Board which the Government have, by conscription of intellect and intelligence caused to be formed without remuneration the members giving up their time to bring about the vast organisation and work of registration. And mark you this the work of registration is greater than that of any public election because it involves the registration of every man and woman over sixteen years of age and one of the principal objects that the Government have for registration is for the food question. Professor Leacock has told you this evening that this war is liable to last two, three or five years. He knows what he is talking about and I am sure if it continues for any protracted period of time we would be on food rations and on the card system and the question that the Government has to consider is the shortage of food and the shortage of labor. I am speaking to an intelligent class of men and you may ask yourselves what has registration to do with it. There is no need for it at all. Quite true probably in our own mind. I was under the same impression at first. But when I came into possession of the information that was given to us I realized it was very important and that registration was absolutely necessary. Out in the North West the farmers today are hesitating about sowing their crops fearing there will be a shortage of labor to gather it. On the other hand the labor organizations of this country have doubted that and said we think there is labor enough. And in the conferences they had at Ottawa they came to the conclusion, after confidential information had been given to the labor organizations of the necessities and the danger to the country, they decided then and there, with the mutual cooperation of both sides, especially the labor organization, that it was necessary to undertake registration, and they have agreed to it for the purpose of ascertaining the full man power of this country, and then if it is necessary and the labor organizations see it is necessary, they will consent to the importation of Asiatic labor. That was one of the great questions before and during the war. There is no justification for bringing it in unless there is a necessity for it, and it is precisely for that purpose that this Registration Board is going to bring about the registration of men and women. The Board is composed of Senator Robertson, Mr. McCurdy M.P., of Halifax, we have Mr.

Moore, one of the labor representatives of western Canada W. L. Murray of the Manufacturers Association Mrs. Plumtree who represents the women organizations, and I come in as an ordinary Irishman to try and do what I could. We are going to impose on the people of this country, and we are going to impose by penalty the registration of the full details of your power, not of your salaries but your occupation, age, and what you can do and what you have been, men and women alike. You can understand the necessity of it. It requires education, and it does not only require that but the patriotic co-operation of every man and to appeal to every man and woman to come in and help in every possible way by volunteering service, by sacrifice, by inconvenience, to give that information required for the government. That is the main object, the underlying object of the registration Board and I am sure there is no necessity to appeal to the patriotic instincts of the audience before me, but I will emphasize that when it is brought about, you are asked to help with all your power and soul in every way to bring about registration, because it is one of the essentials to bring about the close of this war. Senator Robertson could speak to you with more knowledge and force than I have. We have very little progress in the past month because of the difficulty of bringing about an organization for the registration of six million people. The greatest encouragement we have in this work is what we get from over the other side of the boundary, and when we see what the Americans did. They enregistered every man and woman up to fifty years of age in the State of New York, 5,600,000 people at a cost of four cents per head. It was astonishing, but we found that the low cost was due to voluntary work on the part of everybody and every class in the State of New York, the schools, the stores, everybody helped and volunteered their services, and they brought down the cost to the ridiculously low figure of four per cent per head. And we expect the same exercise of loyal sacrifice from the people of the Dominion of Canada, and I am sure from the gentlemen who are here this evening we shall get it.

Mr. George K. Wark: — I have been introduced as the labor representative of the evening and as such I am very much gratified indeed to note the attendance here because this is a labor meeting as I understand and the attendance goes to show that you are deeply interested in the labor questions that may come before the meeting. I have been requested to come here and represent the acting president of the Brotherhood of Locomotive Firemen and Enginemen. I was very pleased to hear the remarks of your chairman at the opening of the meeting on co-operation. The question might readily be asked, what did he mean? Did he mean co-operation of those organisations that are represented here tonight. I think not. I think that he meant the co-operation of the officers having in charge the transportation systems and the employees of those systems that are represented here. I believe that is what he intended and I have taken it so, and I want to assure you that I am pleased with that expression because I have been preaching among the men that I have the honor to represent co-operation with the officers of the railway companies where I had the honor of being in order that they may carry on successfully the transportation of that railroad and thereby increase their own interest. For many years I have preached co-operation. I am free to confess that I have many times been discouraged. I have been discouraged because it appeared to me that while every officer of every company you spoke to thought co-operation was absolutely necessary to the successful carrying on of the work of the railroad, they appeared to expect the entire co-operation to be on the part of the employees. Therefore it was discouraging. I can well remember the time when representative men were denied entrance to the offices of some of the railways of this country. See how that is improved. Compare that time with this evening. For a long time I was employed on the C.P.R. and during a great deal of that time I was acting as a representative man and became familiar with the officers from one end of the line to the other and I am pleased to see several of those that I believe to be connected with the offi-

cial family of the C.P.R. present with us tonight. My dream of co-operation would seem therefore to be coming true when we can have representatives of the railway companies, gentlemen who bring to you messages of goodwill from one of the cleverest railwaymen of this country, Sir George Bury. I have watched his rise from a very humble position to the high position he now holds and I want to pay a tribute to Sir George Burry. Your chairman has talked about co-operation. We have many times talked about co-operation. What have we done along that line? We have heard some eloquent speeches tonight and if I could only carry the labor end of it as successfully I would feel I have done well. It is useless to talk co-operation unless we practice it and therefore not having a subject allotted me I am going to choose one. It may not be as acceptable as it should be. I have no desire to criticise but I will be stating conditions as I have found them and the subject I have decided to make a few remarks on is discipline, its use and its abuse. In my opinion you are all familiar with the effort that is being made by railway companies to standardize everything. They have standardized their locomotives, cars and practically everything in use on the railway. They have carried that to an extent in some other things that may perhaps be questioned, and they have standardized discipline. In the first place I feel we should ask ourselves is there a necessity for discipline. I presume that outside of the army and the navy no other institution in existence in this country practices discipline to the extent that the railway companies do. And as I say we ask ourselves the question, is there necessity for discipline. I say there is, positively and absolutely. That being the case then the form of discipline would naturally come up. What form of discipline should we have and what should be its object. In the matter of administering discipline, as in many other cases, it is my belief that a large majority of the men employed in the railway service do not require any form of discipline. You ask the officers of a railway company and they will tell you that there are many men who work for the company their entire lifetime and the only means they have of knowing they are in the employ of the company is the fact that they are on their payroll. They go out on the trains day after day and in every branch of service, and they don't know they are there except by having their names on the pay roll. They will also tell you there are some fellows whose names are continually on their desk, and it is those fellows that makes necessary the discipline we require, and because of them discipline is practised on everybody more or less. The form of discipline is a question that has been considered very largely on every railroad in this country. When I first became acquainted with a railway the fine system was in effect. There was a listed arrangement for discipline of a fine of so much for this offence and so much for another offence and the fine system became very unpopular because the men hated to part with the cash he had worked hard to earn. It became so unpopular that the organization made an attempt to have it done away with. Whether that was the reason for its abandonment I cannot say but it has disappeared. Then the suspension system came into vogue. If he did something bad he got a long suspension, if it was a minor matter he got a minor suspension. The suspension system was a most humiliating thing. If a man met a friend on the street who was not a railway man and he was asked why it was he was not working, if he was truthful he had to confess he was taken out of the service for a given time. It was humiliating and not only that but exceedingly hard on his pocketbook. I have known many men who could ill afford to be suspended for thirty, sixty and ninety days, and the unfortunate part of it was that the man himself did not suffer as his wife and family did. The matter has been considered and reconsidered until on a great many railroads we have today what is known as the Brown system of discipline. It is not really the Brown system which originally consisted of demerit marks and merit marks. I say demerit first because that is the way it usually started. The present form of discipline so called the Brown system is largely composed of demerit marks and they have

amended it by taking out the merit mark to a very large extent. I discussed that with an officer of a railway company and asked him why it was that in adopting the Brown system he had not accepted the original system and give men merit marks as well as demerit. The reason he said was this: If we were to continue the old Brown system we have men in our service that would pile up so many merit marks that it would take fifteen or twenty years to dismiss them if they began to fall down. Having worked on the C.P.R. I imagine if they had today that plan in operation you would all be millionaires in so far as merit marks were concerned. I am going to find a little fault with the method of meeting out discipline. I said a while ago that many officiers of many companies standardized discipline as well as they do their box cars, and that is a fact. I have been at meetings of officers where discipline was one of the questions they discussed and they arrived at the conclusion that a man shall receive so many demerits for this offence and so many for another, a fixed and standard rate of discipline. I believe there is great ground to object to that system and I am going to tell you why.

Human nature is a queer thing. Some of us have very much more than some of the rest of us. There are no two men built alike exactly or have disposition alike. To some men the fact that they make a mistake is the greatest punishment you can give them. The very knowledge of the fact that they have made a mistake is punishment sufficient. There are some men, especially of the class I have mentioned, if an officer of a company speaks to a man of that disposition in reprimand it breaks his heart. Can you imagine then a standardized discipline meted out to a man of that kind. Can you imagine the effect it has ? I forgot to say that the particular object of discipline is to better the service. That is the intention that should be the intention. Any discipline that does not do that fails to accomplish its own object. Now there are some men you may give all the discipline you can gather up and they laugh at you, it has no effect whatever. We have officers of railway companies who say that it is necessary to discipline somebody to keep the others in line. I know an officer of a railway company not so long ago who criticized one of his subordinate officers because of his loose methods of discipline. When I learned this I asked for the reason and the man who received the calling down said that the reason he gave was that he had to dismiss a man occasionally to put the fear of God into the rest of them. Can you imagine a man in charge of a body of men with a disposition of that kind ? Whether the man was guilty or not you must dismiss him in order to put the fear of God into the rest of them! A man with a disposition like that is not fit to be in charge of men.

We have other men who start out in the service and are desirous of doing the very best they can but every time they stop their doing there is a chunk of discipline meted out until they get to the point of saying what's the use. Sandy McGuire wrote in the magazine It's hell if you do and it's hell if you don't and what about it. The object of discipline at all times should be to effect the betterment of the service, and if discipline is carried to the point where you antagonise the men then your discipline is lost and has the very opposite effect to that it should have. I would be glad indeed if the time ever should come—and I believe such meetings as this will bring it about—when we will get together, representatives of the company and of the men who will at all times aim to better the service by the discipline meted out. In that connection I would say if you are an engineer aim to be the best on the job. If you are a conductor aim to be the best conductor known in the vicinity. If you are a fireman get the reputation of being the most economical and best going out of Montreal. The same in every class of service, give good and cheerful service all the time, try your best to establish the confidence of the officers of the company for whom you work, and when you go out go out with the determination that your part is going to be taken care of and in the interests of the company. Let us attempt to break up this standardization of discipline and try to have a discipline meted out to the man according to his

requirements and for the betterment of the service, and to oppose with all the strength of the organization unjust and unfair discipline that may be meted out and pretty soon we will have an ideal condition in connection with the services.

The Hon. Sydney Fisher: When I was invited to this meeting I had no idea of appearing on the platform or saying anything or I would have been tempted to stay away. I was however interested enough in your organization and work to be glad to come to hear what you were doing and what your speakers were saying to you. I got a little inkling of your motives from an address I heard Mr. Wooodward make some weeks ago. I have not had any personal touch with the railroad men generally except in so far as one who makes use of you a great deal. I pass to and fro on the earth a great deal for my sins I sometimes think, and therefore I am in touch with a good many of the railroad men who take the trains, the men who care for our interests and comfort and above all for our safety and I feel an eternal debt of gratitude to the men who do that work so excellently and efficiently here in Canada. I think it was your chairman who mentioned the performance of duty. I have the idea that the efficient performance of the duty that lies in one's hand is the essence of citizenship and that the man who does that does his whole duty as a citizen and as a Canadian in the interest of our country and our nation. Probably there is no body of men in the country who do this more completely than the railroad men. I was struck with one thing in that address—when your president spoke of your organizations he spoke of you as organizations of railroadmen, but the whole tenor of his description of your work and aims was your work and your aims as citizens of Canada whether you were railroadmen or in other walks of life. And it seems to me this is the best way in which any organization such as yours, and every multiple organization throughout the country can do the best as patriots and citizens to deal with public affairs as citizens as well as a representative of the particular interests in which you are engaged. I was glad to have the opportunity of listening to the splendid address of Professor Leacock. He certainly filled the bill of the professor and he gave us a great deal of information which is useful to me at all events and I think to most of you. I sympathize largely with what he said. It seems to me at all events that in this war certainly at the very beginning of the war and a good deal since we have been dwelling almost entirely on the fighting men and forgetting that the fighting men cannot be maintained and kept in good order without the enormous production of food and material in this country and the carrying of this food and material to the fighting line. Don't let us forget the other men who are fighting the battle just as much as the men in the trenches. You as railroad men have in this a great duty to perform for the country. We hear a great deal, and as a farmer I am particularly interested in it, about food. We are trying to produce all we can under great difficulty and disability because we find it almost impossible to tempt men to come and work on the farm. And today there is such a shortage of farm labor that I fear, with some knowledge of the facts, that our production of food this season will not be any greater if it is as great as it was last year simply because we cannot get the men to do the work, and food does not grow spontaneously on the broad acres of Canada any more than your trains run without the men to run them. We want production, we want munitions, we want shells and other things and we want men to carry them to the front and the people of this country ought to be organized not only to provide fighting men but to provide agricultural producers and to provide manufacturers of shells and munitions and to provide railroad men to carry them. And until we get a complete organization such as Professor Leacock showed us tonight we cannot make the work of Canada in the war as telling or efficient as it ought to be and can be. I am not prepared to say how that organization can be brought about, the responsibility is not on me. It is on those whom I have not been politically allied with and I don't wish to make a political attack but I feel the whole people of Canada are responsible for the lack of efficiency in Canada for the war and it can only be by thorough application of the best brains and the best brawn and

muscle of the people of Canada to those things, organized under the best and most competent and efficient leadership that we can do our best that is in us to win that battle which is not yet won though I believe it will be won by the Allies in the end.

The Chairman: Every railroadman in this hall appreciates very highly the compliment paid them by Mr. Fisher in his remarks.

Mr. Samuel Pugh, G. T. R. conductor, Montreal, moved a vote of thanks to the speakers remarking that the best brains from the top and the best brains from the bottom must get together and discuss the questions that were looming before them in the future, and unless they were going to become like Russia they must meet and discuss those questions with the best brains that the country produced. When bad men combined for their purpose it was necessary for good men to unite for theirs.

The Chairman: I have had a resolution put into my hands which I think will be unanimously agreed to. It is moved by W. T. Davis, general yardmaster of the Harbor Commissioners, and seconded by Conductor N. Foye of the Grand Trunk: Be it resolved, that whereas those present at this mass meeting of railway men held under the auspices of the Fifth Sunday Meeting Association of Canada in Montreal, Sunday March 31, 1918, fully realize the importance of the agricultural development of our Canadian lands for the future prosperity of Canada, and whereas the character and loyalty of the settlers encouraged to populate our arable lands is of the greatest importance for the welfare of this, our country, this meeting desires to place on record its hearty sympathy with the movement now on foot for the encouragement of returned soldiers to settle on the farm lands of Canada, and those present by this resolution endorse the efforts being made by the Great War Veterans' Association to secure from the Government assistance toward this end as a matter of natural interest to the Canadian nation.

The resolution was carried with a standing vote. The meeting concluded with the singing of "O Canada" by Joseph Saucier, who earlier in the evening had contributed "Canada my home" and "Rule Britannia", while M. E. Taranto had played selections on the violin, Mme Saucier presiding at the piano.

Fifth Sunday Meeting at Farnham

Account of Fifth Sunday meeting held at Farnham, Town Hall, Sunday March 31st 1918, at 8.00 p.m.

Meeting opened at 8.30 p.m. Bro. J. Robinson in the chair.

Brother F. J. Rowe opened meeting by explaining the object of the Fifth Sunday Meetings and the need for greater co-operation between the working men.

Mr. Howard S. Ross, K. C., of Montreal gave a very interesting address on Electoral Reform dividing the address in several parts and dealing with proportional representation and proving that we have not got this at the present time and demonstrating the necessity for it to the advantage of the working class which is not properly represented in Parliament and that Labor should be a political unit. The speaker clearly demonstrated the unfairness of the present system giving the 1904 election in Nova Scotia as a very striking instance. The main opposition comes from the voters themselves in not favoring a departure from the present system. The speaker illustrated as an example the change in opinion as regards stand taken some years ago on women's suffrage and the recent action taken by Parliament on the matter. Mr. Ross referred to his partizanship of a few years ago but since departed from and referred to his presence in this very town on an electoral campaign some years ago. Mr. Ross urged the necessity of forming even something better than a Labor party which could be called a "People's Party" that was really active and progressive and standing for all the good of men and women which would rally a large number of votes of all present parties. Speaker went on to illustrate how to proceed with voting on proportional representation, for instance if several nominated, the vot-

er would mark figure 1 opposite his candidate of first choice and so on and explained how the quota is obtained with a minimum of 20 and fully explained the working of how votes received over and above quota required are applied to the candidates having next high number of votes. British Columbia cities have the privilege to use proportional representation if they so desire and it is in use at Nelson and others also have it. Three cities in the United States have it also. An attempt made for it by the City of Ottawa was quashed by the Privy Bills Committee at Toronto.

Speaker hoped proportional represestation would be one of the first things to be worked for here. He referred to the People's Representation Bill presented in British House of Lords where it was finally adopted and the matter to be given a trial in 100 constituencies.

Mr. Ross also referred to position taken by Lords Courtney and Curzon favoring the measure. Labor is further behind times in Canada than in most any country in matter of representation. We should have at least 15 Labor members at Ottawa and several at Quebec. Working and not money is the important thing and people must realize it. A People's Party is what appeals to speaker most, and urged the necessity of working out instead of contemplating the truth. Were it not for Trade Unionism, the labor class would have been crushed. Mr. Ross expressed a willingness to come out to Farnham again when he would speak on direct Legislation.

Mr. W. J. Pickrell, Asst. Supt. C. P. R. was next speaker and heartily endorsed movement saying he believed there was lots of goods to be derived from it.

Mr. M. W. Bard, Asst. Supt. also expressed his opinion that the movement was one in the right direction and that operation is no use without co-operation.

Mr. Ross asked if it was not possible to start a Forum at Farnham and also stated that he was going to issue a letter in both languages to be published in all newspapers outside Montreal urging the formation of these associations in every town. Mr. Ross explained what a Forum was and that several were now working at different points in Canada. Referring to speakers, amongst others mentioned Mr. Geo. Keene of Brantford who would give us a very interesting address.

Mr. Pickrell suggested we have another meeting later on when matter could be fully discussed with a larger attendance of men.

It was moved by Bro. Rowe that a committee of five be appointed to arrange the start of a Forum, the organization of it and a hall for last Sunday in April, seconded by Bro. Thompson and carried unanimously.

Moved by Bro. Robinson and carried unanimously that Mssrs. Jenne, Beers, Morrisson, Gough and Bertrand be appointed the committee and report at next meeting.

A vote of thanks to Mr. Ross for his very interesting address was moved by Bro. Rowe, seconded by Mr. Pickrell and adopted unanimously.

Moved by Bro. Rowe, seconded by Bro. Beers and adopted unanimously that the Mayer and Council be thanked for giving us the free use of their hall for meeting.

Before closing the meeting, Bro. Rowe made reference to the official organ of the Fifth Sunday Meeting Association, namely the "Canadian Railroader" and urged all present to subscribe to this very interesting publication.

F. J. ROWE.

REMEMBER

The next Fifth Sunday Meeting will be held on Sunday, June 30th, 1918, at 7.30 P.M., at Stanley Hall, Montreal.

Be sure to attend.

COMPENSATION ACT

The following article was prepared by Mr. J. L. Labrèche, who represented the workers before the Quebec Legislature in an effort to secure a modern Compensation Act, — he has made a special study of the subject and his criticism of the present Act is founded upon long experience with it. Read it carefully. Our next issue will contain the inside facts and offer an explanation just why the Commission was not granted.

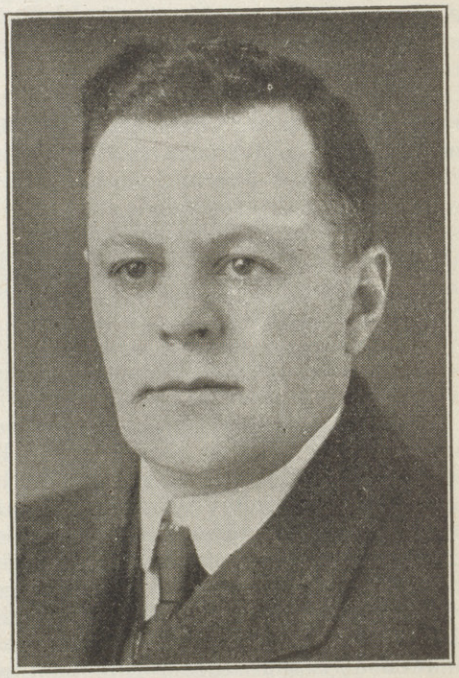
FAILURE TO SECURE A COMMISSION. — THE PRESENT ACT FARCIAL.

By J. L. LABRECHE

NEARLY two years have gone since the legislative representatives of the Railroad Brotherhoods presented a request to the Hon. Mr. Taschereau, Minister of Public Works and Labor for the purpose of obtaining certain changes in the Act respecting labor accidents. There were numerous reasons why there was urgent necessity for amending the Act as it is at present in force. The constant increase in the cost of living and higher wages superinduced by the War were gradually cancelling the application of the Act because the great majority of the workers were securing wages in excess of the amount, subject to compensation, as defined in the law.

Even though this condition was clearly shown to the Legislators, the results of this conference with the Minister of Labor were highly unsatisfactory. In fact the only result obtained was the usual promise that our request would be given due consideration. In the course of his remarks, the Minister of Labor called the attention of the committee to the fact that although the Government was willing to better the Compensation Act, it was placed in a rather difficult position to satisfy all classes of workingmen who came within the scope of the Act, because the many delegations which appeared before him were not agreed among themselves as to the specific changes that seemed to be required. He added that other representatives expressed satisfaction with the law, modestly asserting that the Quebec Act was the best of its kind in Canada.

It became very apparent to me that further activity was useless unless the whole organized labor of the Province would co-operate jointly in presenting a unanimous request. To this end we organized a joint committee of the representatives of the Railroad Brotherhoods and the representatives of the Trades and Labor Congress for the Province of Quebec. By July 1917, a committee had been completed which truly represented all branches of labor within the province.



J. L. LABRECHE
Chairman, Sub. Legislative Board of R. T.

The members unanimously recognized the impossibility of improving the present act or amending it so that it would be satisfactory to all concerned. There-

fore, it was decided to ask the Government for the appointment of a special commission to study this very important question with a view of enacting a satisfactory law. Here was an issue upon which we were all agreed. We presented a solid front.

By arrangement, the committee interviewed the Minister of Labor on the 25th of July 1917. This conference gave us high hopes that we were finally to receive something besides consideration. In fact the Hon. Mr. Taschereau expressed himself as being in favor of the appointment of a special commission, *thus tacitly admitting the necessity for a change in the working and principles of our present Act.* We began to entertain visions of success.

Evidently we were counting our chickens before they were hatched. The Committee again conferred with the Provincial Cabinet in December last and we were somewhat astounded and deeply shocked to find a complete change of attitude in our Minister of Labor. In bold contradiction, to his former declaration, he stated that he did not think it was necessary to appoint a commission to study this question because the Act was, in his opinion, as good as any in Canada and with a few changes, here and there, he thought that it would be the best Act of this kind in force in the Dominion. Wherefore it becomes apparent that our Minister of Labor cherishes very good opinions of his own opinions. Here was a delegation of Labor men representing all branches of labor within the province, demanding unitedly and unanimously that the workingmen of this province should be protected by modern legislation and in the face of our united forces, our Minister of Labor flatly refused our joint and unanimous request and then blandly proceeds to give his own opinions on the subject. As a point of information, of what earthly use is a Minister of Labor who pays no attention to the united, unanimous and concentrated demands of the united working people of the province? Why is he called the Minister of Labor? Is his voice sufficiently strong, in the eyes of the Government, to drown the urgent appeals of hundreds and thousands of workmen in this province? Is his word law? Is he the master, or a public servant, and are we the slaves? Is it not his business to listen to the voice of the people. When a single man imposes his will upon the great mass of the people against their continuous and unanimous protest, then that man becomes an autocrat and Canada has not yet become a peaceful haven where autocracy is calmly accepted without protest.

We have been told so frequently that the Quebec Compensation Act was really a commendable affair that by a process of repetition and suggestion, we might have begun to believe it. By studying the conditions prevailing in other countries and other provinces, the workers are convinced that a continuous effort to secure better legislation is more than justified.

It is not my intention to go thoroughly into every detail of the Act. As a workingman no one should expect that I am able to criticize this very technical act with the critical analysis of a lawyer. The legal procedure in the application of this act is so complicated and so technical that our best attorneys find difficulty in interpreting its provisions. My intention is merely to point out the principal defects of the act as seen from a workingman's point of view and to prove that it is really inferior to other existing acts; that it contains restrictions upon restrictions and that many essen tial features which are now included in all modern compensation acts are entirely missing.

We will first view it from the angle of its scale of compensation. A standard percentage of salary earned has been generally adopted as a basis in compensation acts which have come into effect during recent years and that standard is generally 55%. In our Quebec Act, it is provided that the compensation paid to the workmen will be 50% (see article 7322, par. A. B.C.) as the basis. In other provinces a proportion of 55% of the weekly, monthly and yearly wages has been found to be very low yet a difference of 5% would not change the basic conditions materially if it were not for the fact that the wages in the province of Quebec are much lower than those paid in any other part of Canada and thus I can say, without fear of contradiction, that the indemnities paid to workmen under the provisions of our Act are much lower than those paid elsewhere in Canada. I have before me a copy of

the Assembly Bill No. 35 which was passed at our last session of the Legislature and which provides that the maximum salary subject to compensation will be $1,200.00. Thus the law article No. 7326, revised Statute of 1909, reads: "If the yearly remuneration of the workman exceeds $800.00, no more than this sum shall be taken into account. The surplus up to $1,200.00 shall give all right to only one-quarter of compensation aforesaid." Is there any sense, is there any justice in this law?

Neither does our Act provide for medical and funeral expenses, when the deceased is a member of an Association bound to provide and which does provide funeral benefit. The sum provided for is $25.00. Is $25.00 sufficient or does it assist in any material way in defraying the expenses of a funeral and what is the sense of the queer restriction imposed by the law? If a man is prudent enough to insure himself, if he becomes a member of an association which provides certain accident benefits, then he deprives himself of participation under the act.

Our law in Quebec provides for the payment of lump sums in the event of of accident. The working people are opposed to the payment of lump sums in settlement of claims arising under the act because it is undoubtedly true that the amounts so received by workmen or their families are quickly dissipated, leaving them to become a burden upon the community. It is true that the law gives the option of compensation by lump sums or by periodical payment and it might be assumed that the average workingman would choose the periodical payment for his own safety, but the operation of the Act does not encourage periodical payments because the government does not guarantee the payment. It is the employer who is responsible for the payment of indemnities, and working people have learned to their sorrow, that an apparently, prosperous concern may be sold out under the bailiff's hammer a year hence.

The workman who earns wages amounting to $1,200.00 is entitled to 50% of $800.00, that is to say $400.00, and for the surplus up to $1,200.00 he receives and additional sum of $100.00 or 25% upon the surplus making a total of $500.00. This looks good enough but in article 7329 it is provided *that the rent itself can not be calculated upon a capital of more than $2,500.00.* Is it not evident that if the capital remains in the hands of the employer, it is a dangerous procedure? The remedy is this, for the employer to be compelled to insure himself. If the employer is sincere in wishing to carry out his obligation to an injured employee, he should be willing to adopt the principle of State insurance. Such insurance would provide stability for the industrial institution involved. For an example let us presume that a small building contractor in erecting a building is uninsured. A scaffold collapses, hurling the men to the ground. The indemnities ruin him financially and the men who are injured have no means of collecting their just compensation. State insurance would entirely eliminate such a situation.

I do not believe that we have the space in this article to register all the objections against the present Act. I do wish, however, to call your attention to some very important features which have been adopted in modern acts in other localities.

The British Columbia Act.

The British Columbia Workmen's Compensation Act provides a generous first aid and medical feature clause which is very praise-worthy. The Board has authority to furnish or provide for the injured workman such medical, surgical and hospital treatment, transportation, nursing, medicine, and apparatus, including artificial members as they may deem reasonably necessary at the time of the injury and thereafter, during the time necessary to cure and relieve the patient from the effects of the injury. It is quite true that the workmen are liable to an assessment of one cent per day in order to provide a special fund established for this purpose. Is this protection not worth it? Who would not be willing to contribute to such a fund in order to secure such protection? In principle, we are opposed to any contribution of this nature, but in this case the humanitarian side of the question must be considered. *Quebec has no first aid or medical feature in its Compensation Act and in addition to this deplor-*

able omission, the waiting period before compensation is adjusted is very long and during this period no protection is given the workman. The waiting period in British Columbia is three days while the waiting period in Quebec is seven days.

Experiences gathered from a great number of cases in different countries have shown conclusively that only 30% of accidental cases result in a disability of over fourteen days and in only 50% of the cases does the disability run over seven days, so that it is evident that the stress of accident is borne by the workers over half of the time. At the time of our last appearance before the Government, we requested that in cases of periods lasting over seven days, the workman to be indemnified from the first day. No consideration was given to our request.

Another question which was completely ignored by the government was that of the industrial disease question. Many of these diseases which led to very serious results frequently involving permanent disability and death receive no compensation. And right here we have room for considerable improvement in the Quebec act.

State Administered Insurance

The system now in effect in the great majority of the provinces of the Dominion and the United States is a system of State administered insurance. Under this system, the funds required for the purpose of the Act are provided by an assessment on the employers in the different industries. Experience shows that the cost of administration through a State fund is considerably less than through a mutual insurance company. This is the ideal law and the law which will come into effect in Quebec if we have to hammer away night and day until we secure it. In conclusion allow me to point to the few crumbs which have been dropped to the workers as a result of our agitation. First: That is to say the payment of indemnities will be continued to a child or children even though he or they have reached the age of sixteen, if he or they are invalids. Secondly: the payment of indemnities are to be paid to the ascendents of the deceased even if the latter develops to be the main instead of the sole support. Thirdly: it is provided that the indemnities shall be paid monthly instead of quarterly. Fourth: the minimum indemnities shall not be less than $4.00. Our request that $6.00 shall be the minimum was also ignored.

The results obtained are far from satisfactory. We must organize and by extreme persistance force the government to grant a commission which will study this question and frame an adequate law. We feel confident that when we appear before the minister again, we shall be so suported by public opinion and by organizations of progressive thought, who are, at present, outside of labor organizations but in keen sympathy with us that we shall be able to secure the commission which we have and are fighting for and will continue to fight for until we gain our point.

REMEMBER

The next Fifth Sunday Meeting will be held on Sunday, June 30th, 1918, at 7.30 P.M., at Stanley Hall, Montreal.

Be sure to attend.

The Record of the Canadian Railway Men and the Canadian Railway War Board

By JAMES GRANT

NO CANADIAN RAILWAY man needs to allow anyone to boast about the work of French, or German, or Russian, or British, or American railway men as being better than the work of the Canadian men. At no time since the war began, in no country, in no part of any country has there been as good a railroad record as the men of Canada, and the managements of Canada under The Canadian Railway War Board have made. The word Canadian always meant in old times a great deal when you spoke of railroad construction men: construction was for many years our Canadian specialty. But today the word Canadian mean "pacemaker" wherever it is used in connection with the war operation of railways.



LORD STRATHCONA DRIVING THE LAST SPIKE

Mind you there "have" been breakdowns and tie ups. Many a shop crew or train or engine crew has been inclined to remember some pretty uncomfortable situations due to the weather, scarcity of help and the pressure of traffic. Old David..., a conductor most everyone knows, G. T., C. P., C. N., C. G., T. H. & B., or any of them, almost resigned his job one morning when he found himself nine hours late (on a nights run) and the air frozen. But that was because the job that night had got on his nerves. Canadian freights and passengers have been late this winter — other roads operating in easier conditions have been twice and three times as late. The fact that it was a fiery Canuck railroader — with a touch of Irish at

that — who was the man selected by the British Empire to diagnose Russia's sick railways a few weeks before the revolution — does not merely reflect credit this big executive but on the men who hold a place in his department too. The fact that "no vessel has yet" earned one penny of demurrage due to being held up by Canadian railway connections — is not just a feather in the cap of the management and of the Canadian Railway War Board. Everybody on a Canadian road has a share in these things. Not all the big executives or Sups, or Despatchers or Lamp Trimmers in the world could have made our roads the success of the war — alone. Team play did it.

Old Phil X..., froze both his hands setting out in 30 below weather to bleed the air in his train line. Tommy Z..., even against the rules, made the repairs on his engine which the shop had been forced to neglect for want of hands and the time to do it.

II

The other night a big General was going to Toronto from Montreal. He had risen from the post of Sergeant. Yet the responsibilities of his big command made him forget once in a while that he used to be a man in the ranks. Men get that way: Up at Stratford there used to be a chap whose job was giving face massage to tired locos and wiping their ears out with cotton waste — you know the kind. He went the same way as all the others when he got to be an official. He had responsibility now: he had to deliver the goods — and it made him look grouchy, like this big six foot General.

The General went down to the Montreal Station two minutes before train time. The Sleeping Car Conductor got his stubs and the Red Caps rushed his baggage to the waiting Porter and the Porter unshered him into "Drawing Room A". So far as the big General could see that train was being run just by a Sleeping Car Conductor and a handsome Ethiopian with a quick hand at flinging the sheets.

It is true he met a quiet looking man in the passage way, carrying a lantern and wearing rough old mitts and a thick overcoat. It is also true that he caught a glimpse of a grey headed official with another lantern— but what were these things to the General.

The air sighed, the brakes jammed a bit in the cold and the whole train seemed to shake itself as though shaking off the cold — that was John Doo-funny up in the cab getting the kinks out of her. The General sighed, lighted his cigar, stretched out his handsome high-booted legs and wondered vaguely whether he would tell the other general whom he was to meet in Toronto at 9 to go to the deuce — or to put it more politely. Even among Generals and Field Marshalls there can be grouches and little things like that.

Something woke him in the night. After lying there for sometime wondering vaguely where he was, whether in France or Washington or — he suddenly realized where he was and what had waked him. He was on board one of these silly Canadian trains and it had stopped. Furthermore it had been stopped a long time. The unusually sound sleep he had been having assured him of this.

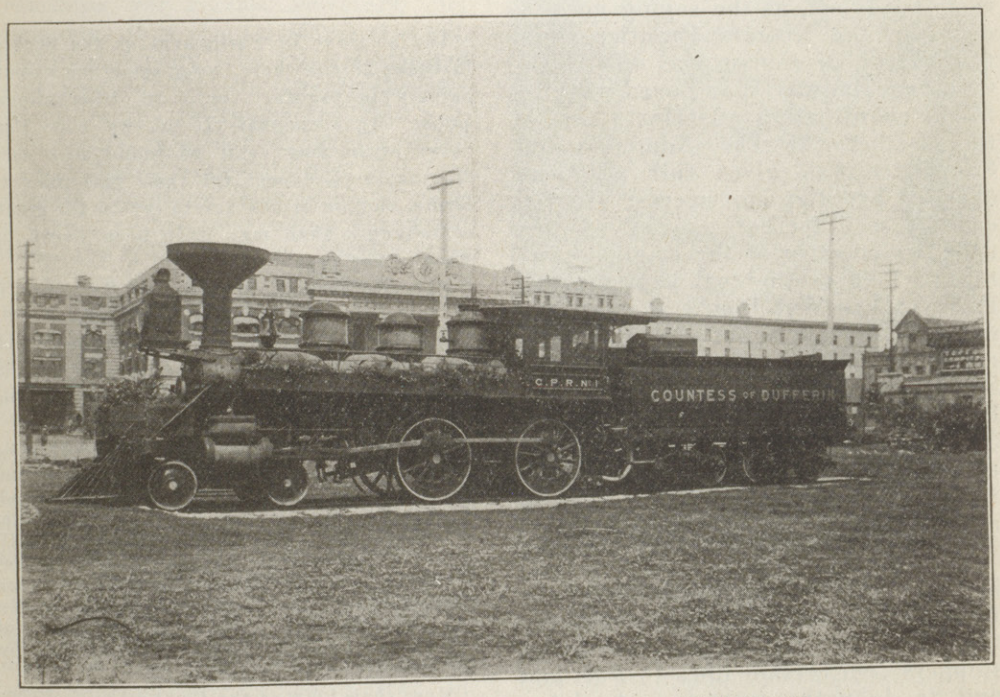
He heard voices under his window. He wondered vaguely what foolish persons would be walking out there at such an hour — he did not for a moment dream that they were trainmen working against 25 below zero weather to get his precious train through in something like decent time. In fact after touching his moustache delicately to make sure that it was in its usual good form he composed himself to sleep once more. He "hoped" that "the train" would get through in fairly good time.

It did — three hours late only — and the General "mentioned" to the aide that it was "most distressing" and that he had a mind to address a note to "the people at Ottawa" about it. He didn't know that the train crew had frozen hands and cheeks as a result of the nights work, or that in Russia when trains are as hard to move they dont bother trying to move them, nor that in a certain country not far from Canada, during a period of bad weather, trains were deserted by their crews rather than face cold no worse than beset "the Generals train" on the night in question.

III

In railway work, as in almost every kind of work, there are three classes of workers, the thinkers, the watchers and the doers. All three departments have been equally concerned in the task of keeping Canada's railways at top efficiency in War Time. The problem of The Canadian Railway War Board at the beginning of the present winter was to prevent traffic congestion similar to that which marked the winter of 1916-1917. As every railroader knows there was a shortage of supply: few people realize that the railways are now carrying millions of tons of which were formerly moved by boat (The Nova Scotia coal distributed by boat on the St. Lawrence before the boats were taken for war service amounted to over 2,000,000 tons per annum — all transferred to the railways now). The fuel situation was one, therefore, in which The Canadian War Board had the keenest interest.

Such was the outlook when the winter began. What sort of a winter it proved to be is still a vivid memory.



THE FIRST ENGINE TO CROSS THE CONTINENT

power, a shortage of cars, a shortage of labor — and more traffic moving than ever before. If the winter was to be reasonably mild the railways stood a fair chance of getting through without serious trouble provided every bit of their machinery, mechanical and man power, carried a full load. The winter of 1916-1917 was marked too by coal shortage in Ontario. To guard against a repetition of this condition the railways had moved more coal during the summer months than usual. It should be noted here that the Canadian Railways are not given the credit they deserve with regard to the fuel Blizzards and low temperatures and the shops short handed. No sooner had the weather finished balling up one section of the country, and the plow crews got their work done, than another blizzard would drop down on another part of the country and repeat the mischief. An overworked railway official would no sooner get one lot of troubles solved than another would light on him. He would just be thinking he had an engine to spare when— three go bad all in the same night and have to be towed in. Shop and roundhouse crews weren't even allowed time to have the grip or a cold in the head

in peace and quiet. As sure as Bill Brown got Grip and got into bed to get rid of it along would come a messenger from the boss saying he "must" come down to work. And many a sick man did turn out this winter just to help the traffic through. The same City of Toronto that was so afraid that it would freeze to death for lack of coal, and was so eager to run to Ottawa to ask Ottawa to "please make those nasty railroad men give us coal" —might indeed have suffered if it had not been for staunch railroaders up around Hamilton way who worked their heads off, as the saying goes, to clear up the Niagara Frontier situation. Here, of course, was where The Canadian Railway War Board was useful in coordinating all effort. One of the members of The Administrative Committee was given full authority over all Frontier movements. He was enabled to order cars moved by any road, irrespective of the original routing, so long as the coal kept moving. Between The War Board, the railwaymen and managements a record movement was effected from Black Rock, Suspension Bridge, Niagara Falls, Bridgeburg and Victoria Park. About 5000 cars, chiefly coal, were added to the normal movement into Canada at these points in January and February.

The heavier loading of freight cars has been another important part of the Boards work and has been successful thanks chiefly to the co-operation of shippers. On certain lines to Portland and St. John the average carload has been increased by almost six tons. This has meant an enormous saving in engines, cars and time.

In a certain allied nation not far from here there may have been just a hint of irritation at the thought that the Canadian railroader should have been able to maintain such an excellent record when other railroads have had to accept Government regulation and are still having their troubles. Occaisonally an effort is made to discount the success of the Canadiens. We are told, for example, by travellers returning from Weshington, "O the Canadian Talk of Car Shortage is all bunk — they have a normal supply there now —" whereas as a matter of fact Canada has only about 90 p.c. of the number she owns and the Americans have the balance. Let no Canadian Railroader accept any criticism of the way he and his roads have worked. The record is the best in the world !

———:o:———

The war efforts of one International Labor Organization in Canada.

Did someone in Parliament or the Senate, in Clubs or elsewhere, refer sometime disparagingly in pre-war times to International Labor Organizations? If so, we hope that never again may fault be found with such organizations, except for their real concrete errors, and we attach hereto reason for greater tolerance than may have been shown by some in the past.

The Brotherhood of Railroad Trainmen is an International organization with some 160,000 members and about 10,000 of these members at the commencement of the war lived in Canada and claimed allegiance to the Union Jack.

The insurance of members of the Brotherhood of Railroad Trainmen is, by their contract with the organization when admitted, invalidated if they engage in war, but within thirty days after Canada became a participant in the war in August, 1914, President W. C. Lee of the Brotherhood of Railroad Trainmen (an American) made good by dispensation the insurance of all members of the Brotherhood in Canada who enlisted for service.

More than 1,000 of the Brotherhood's 10,000 members in the Dominion of Canada enlisted in the service of their country, and the Organization has to date paid 91 death and 10 total disability Canadian war claims, amounting to $140,350.00.

In addition to the above, no member of the Brotherhood of Railroad Traimen serving in the army or navy of either Canada or the United States is required to pay any dues to the Organization, as such dues are paid by special assessment on non-soldier members of the Organization.

For the loss of those members of the Brotherhood who have suffered and died up to the close of 1917, the Organization takes sorrowing pride in the knowledge that it has done, is doing, and will continue to do a full measure of its duty in the common cause of Canada and her Allies

JAMES MURDOCK, Vice-President,
Brotherhood of Railroad Trainmen.

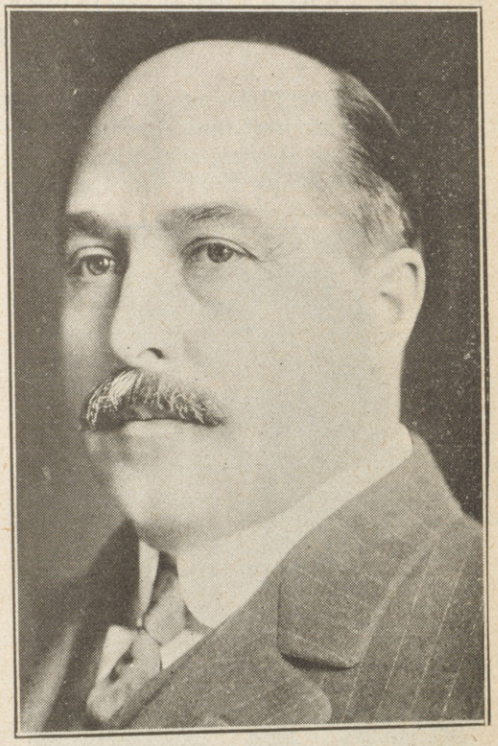
Mr. Howard G. Kelley

President Grand Trunk and Grand Trunk Pacific Railways

THE presidency of the Grand Trunk is one of the most important positions in the railway world. The jurisdiction of the president extends over lines which stretch from the Atlantic to the Pacific in Canada, dip down through five states in the middle west and traverse practically the whole of New England. Associated with the railroad are scores of subsidiary enterprises. steamships, car ferries, elevators, big hotels, etc. It is truly a man's size job, Howard G. Kelley, who was called upon September 1st, 1917, to take up the presidency on the retirement of Edson J. Chamberlain is a man eminently fitted to carry heavy responsibilities and face difficult situations. Physical and mental vigor are his outstanding characteristics. His first railway battles were fought and won in the wilderness. As a young engineer fresh from the Polytechnic College of Pennsylvania he took part from 1881 to 1884 in the location and construction of the Northern Pacific Railway, slept in the open and knew the harships of the pioneer railway builders' life. Mining lured him away from railway construction, but did not hold him long and his engineering ability led to his holding positions of steadily increasing responsibility with the railroads.

In 1887 Mr. Kelley accepted the position of resident engineer and superintendent of bridges and buildings on the St. Louis Southwestern Railway System, including the St. Louis Southwestern Railway of Texas and the Tyler Southeastern Railway. Three years later, in 1890, he was appointed chief engineer of the St. Louis Southwestern System, a position which he held until March 1898, when he become consulting engineer of the same road, holding at the same time the position of chief engineer of the Minneapolis and St. Louis Railroad System and having charge of the construction, maintenance and real estate departments. In 1900 his responsibilities were further added to by his appointment to have jurisdiction as chief engineer of the Iowa Central Railway.

Chas. M. Hays took Mr. Kelley to the Grand Trunk in 1907 as chief engineer. Four years later he was promoted to the position of Vice-President in charge of Operation, Maintenance and Construction, an office which he held up to the



HOWARD G. KELLEY
President G. T. R. and G. T. P. R.

date of his appointment as President of the road, proving himself an able executive officer.

In addition to splendid scientific and practical training, Mr. Kelley has the qualities of mind which make for the successful handling of big tasks. He is a man who inspires the loyalty and affection which lead to efficiency and accomplishment. His courtesy is not a veneer, but a part of the man himself, and it is extended not only to the influential caller but to all who come in contact with him. His capacity for work is a tradition in a business where hard and execting labors are demanded of all. Work, it is said, is his only hobby. He delights in it. He finds in the daily crop of problems relative to railway administration all the exhilaration that he needs.

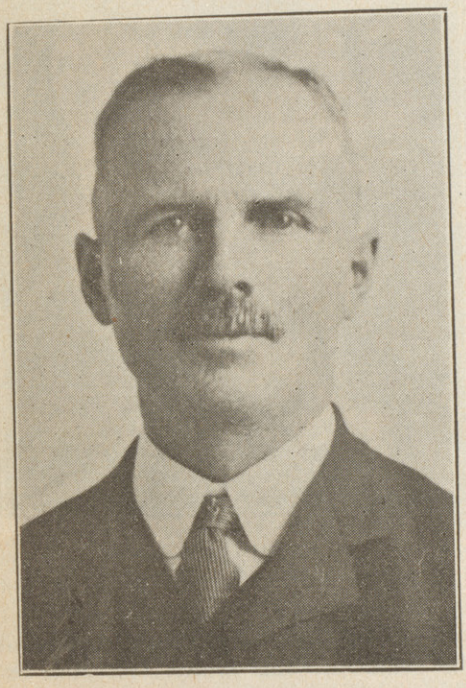
A Canadian Railroader Since 1869

Conductor JAMES WALLACE of the C.P.R.

(From the Ottawa Citizen, Nov. 10th, 1911)

ROYAL TRAIN CREW HONORED — RECOGNITION FROM DUKE OF CONNAUGHT AND EARL GREY

IN RECOGNITION of the fact that they composed the crew in charge of the royal train which conveyed Their Excellencies Earl and Countess Grey from Ottawa to Quebec on the occasion of their recent departure from Canada, and carried to Ottawa Their Royal Highness the Duke and Duchess of Connaught the conductor, two engineers and trainmen have received honors from both the Duke of Connaught and Lord Grey.



JAMES WALLACE
Conductor, C. P. R.

The officials whose careful work has been the object of royal recognition are Conductor James Wallace, 590 Maclaren St.; Engineer Wm. King, 383 Gloucester St.; Engineer R. H. Fraser, 301 Bronson Ave.; Trainman W. Morrent, of Ottawa and Trainman Jos. Carriere, of Montreal.

Conductor Wallace has received a beautiful gold scarf pin from His Royal Highness and a costly present from the former Governor General. The gifts to Engineers King and Fraser took the form of sovereigns of the reigns of Queen Victoria and King Edward VII. from the Duke and a Canadian sovereign from Earl Grey. The two trainmen also received recognition.

Conductor James Wallace resides at 590 MacLaren street. He is one of the oldest and most reliable conductors in the service of the C. P. R. having been on the road for forty-two years. His railway career began on the old St. Lawrence and Ottawa, on which road he served thirteen years. He then took up his duties on the C. P. R. and has been in service for the latter company for the past twenty-nine years. There are probably few railway conductors in Canada who have to their credit the honor of being in charge of so many trains carrying important passengers. During the regime of the Marquis of Lorne and Princess Louise he was selected as brakeman at all times when the royal party had occasion to travel by rail.

Engineer William King

Engineer William King, who resides at 383 Glouchester street, is fifty-seven years of age and has been in the service of the C. P. R. for over forty years, entering the company's employ at the age of seventeen. He steadily arose to his present position. He is held in high esteem by all of his fellow workmen and is a great favorite among them.

Engineer Fraser

Engineer R. H. Fraser resides at 301 Bronson avenue. He is but thirty-nine years of age but has been in the service of the C. P. R. for about twenty-two years and is widely known and held in high esteem by all his fellow workmen. When at the age of eighteen Mr. Fraser commenced working on the C. P. R. as call boy and has steadily worked himself up to the position he now holds as engineer.

The Montreal Star, Nov. 15 1911.

Duke and Earl Honor Trainmen.

In recognition of the fact that they composed the crew in charge of the royal train which conveyed Earl and Countess Grey from Ottawa to Quebec on the occasion of their recent departure from Canada and carried to Ottawa the Duke and Duchess of Connaught, the conductor, two engneers and trainmen have received honors from both the Duke of Connaught and Earl Grey.

The officials whose work has been the object of royal recognition are: Conductor James Wallace, Engineeer William King, Engineer R. H. Fraser, Trainmen W. Norrent and Joseph Carrière of Montreal.

The Canadian Railroader wishes Conductor James Wallace long life and hopes to merit his confidence and friendship in the years that are to come. In publishng the above biography, we feel sure that the men throughout the Dominion will join with us in congratulating Conductor Wallace on his long and splendid service.

Treasured Letters Possessed by Mr. Wallace

CANADIAN PACIFIC RAILWAY CO.

Office of the superintendent

S/D Montreal, Oct. 21, 1911.
Subject. File 529.

Mr. J. Wallace,
Conductor, Place Viger.

Dear Sir:—

I have pleasure in forwarding to you a gratuity from His Royal Highness The Duke of Connaught in recognition of your services in connection with the successful handling of the Royal Train between Quebec and Ottawa, October 13th, 1911.

Yours truly,

A. L. SMITH,
Superintendent.

CANADIAN PACIFIC RAILWAY CO.

Office of the superintendent

S/D Montreal, December 13, 1911
Subject. File 529.

Mr. J. Wallace,
Conductor, Place Viger.

Dear Sir:—

Enclose please find gratuity left for you by His excellency The Earl Grey in recognition of your work in the handling of the train upon which His Excellency travelled from Ottawa to Quebec, October 10th, 1911.

Yours truly,

A. L. SMITH,
Superintendent.

CANADIAN PACIFIC RAILWAY CO.

Office of the superintendent

S/D Montreal, Oct. 21, 1911.
Subject. File 529.

Mr. J. Wallace,
Conductor, Place Viger.

Dear Sir:—

Your handling of the Royal Train yesterday was entirely satisfactory and it was most gratifying to me to receive recommendation on arrival at Montreal with so important train.

I will be glad if you will convey my words of appreciation to your men as I realize they also are responsible for our success.

Yours truly,

A. L. SMITH,
Superintendent.

VICE-REGAL **SPECIAL TRAIN**

St. Lawrence and Ottawa Railway

Time Bill Special Train

conveying

HIS EXCELLENCY THE GOVERNOR GENERAL

and

HER ROYAL HIGHNESS THE PRINCESS LOUISE

From Presscott to Ottawa

On Monday 2nd December, 1878

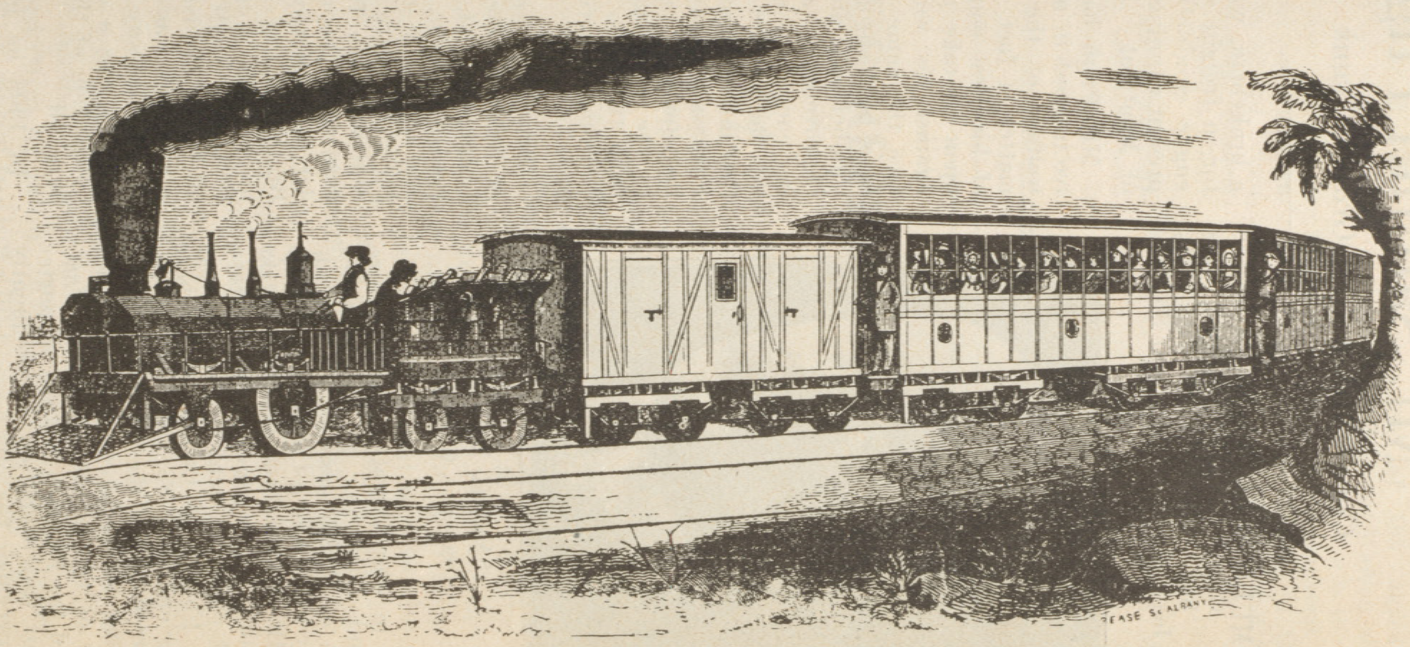
	P.M.
Arrive at Prescott Junction from Montreal, by G. T. R'y.	1.00
Leave Prescott Junction, St. L. & O. R'y	1.30
Pass Spencerville Station	1.50
" Oxford "	2.08
" Kemptville "	2.23
Leave Osgoode "	2.43
Pass Chaudiere Junction	3.13
Arrive at Ottawa	3.25

THOS. REYNOLDS,
Man'g Director, Ottawa.

Copy of Special Time Table issued to Royal Train Crew by the St. Lawrence & Ottawa Ry. on which James Wallace was brakeman in 1878.

1851.

BYTOWN AND PRESCOTT RAILROAD.

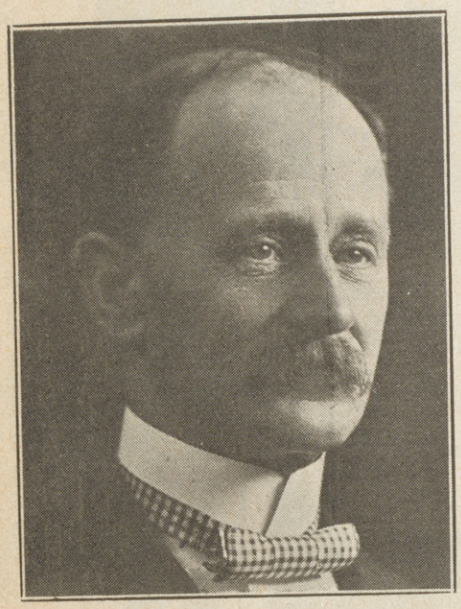


THE FAMOUS BYTOWN FLIER OF 1851 (By courtesy of Mr. Wallace.)
This type of engine was in use when Conductor Wallace began railroading.

Mr. Samuel Pugh

Conductor on the Grand Trunk Railway

SAMUEL PUGH, Conductor on the Grand Trunk Railway, was born on February 1st, 1860, in the lead mining district near Shrewsbury, in the County of Shropshire, England, bordering on North Wales, and is of Welsh descent, an Englishman by birth, and a Canadian by adoption. He commenced working in the lead mines at the age of eleven years, and at eighteen went to Whitehaven, in the County of Cumberland, where he was employed for one year in the iron ore mines of the Cleator District, following which he entered the joint service of the London & North Western and the Furness Railway as porter at Moor Row Junction,—subsequently was towerman for one year, and for the next four years was a guard in both freight and passenger service. He came to Canada in the Fall of 1887, and entered the service of the Grand Trunk Railway in November of that year as a brakeman, was promoted to Conductor in freight service in 1898, to passenger conductor in 1906, and is at present running in suburban service out of Montreal.



SAMUEL PUGH
Conductor, G. T. R.

Mr. Pugh has always taken an active interest in matters pertaining to the welfare of the working classes. As a matter of fact, within a very few days of his first employment he was called upon to take a stand either with or against his work mates, and had to face the same issue some seven years later in the iron ore mining district of Cumberland, and in both instances an improvement was effected in the working conditions of the men. In 1883 he was the yongest member of a delegation that interviewed the management of the Furness Railway at Moor Row, and was instrumental in securing a reduction in the working day of the trainmen from twelve to ten hours without any corresponding reduction in the rates of pay.

Two years after coming to Canada, he became a member of L. L. Pelletier Lodge, No. 14, Brotherhood of Railroad Trainmen, and served in the several offices of that lodge, and also on their Grievance Committee. He was the representative from this Lodge to the meeting of representatives of the Order of Railway conductors and the Brotherhood of Trainmen held in Harmony Hall, Toronto, Ont., in March 1891, as a result of which a Joint Committee of Adustment for the two organizations was effected on the Grand Trunk Railway System. In the same year he was a delegate to the special Convention of the B. of R. T. at Galesburg, Ill.

In 1908 he joined Division No. 75, Mount Royal, of the C. R. C., and has continuously been active in its work, having served as Committemen, Local Chairman, and for thirteen months was General Chairman of the O. R. C. for the Grand Trunk System. He repres-

ented his Division at the Conventions held at Jacksonville, Florida, in May 1911, at Detroit in 1913, at St. Louis in 1916, and at the Detroit Convention was named by President A. B. Garretson to serve as the Canadian Representative on the Committee on Jurisprudence, but was unable to accept because of pressure of local matters connected with the position of General Chairman of the G. T. R.

He has always been an ardent supporter and advocate of the Co-Operative Movement, along lines similar to those in Great Britain, and has given considerable time and effort to establish it in Montreal.

He was one of the three who originated the Railway Mission at Point St. Charles in1891, which was the immediate predecessor of the Railroad Young Men Christian Association in that locality, of which latter he was a charter member, and has served on the Committee of Management since its inception in 1899.

He is a member of Century Methodist Church, and is at present serving on the Quaterly Official Board and also the Trustee Board.

LABOR REPRESENTATION

(Manitoba Free Press.)

THE co-operation engendered among all sections of the people by the war affords the opportunity and supplies the basis for a rational policy for labor. The more truly national the policies of governments ought to be, the more necessary becomes the parliamentary representation of labor in the broadest sense. The representation of a privileged class among the workers will not suffice, as the far-reaching extension of the membership of the British Labor Party denotes. The essentials to genuine labor representation can be created by labor alone. No amount of constitutional machinery will achieve that end unless the desire to take a reasonable and legitimate share in the government of the community exists in sufficient strength to make political action effective. What is required is an organization sane enough and tolerant enough to admit to membership all intelligent and educated workers and sympathizers, as well as those whose membership of a trade union or a Socialist society gives them the labor label. This, in combination with an enlightened policy, and a broad outlook upon the problems of political economy, will secure real representation of labor. From such an organization could be expected to flow the most valuable advice and the most powerful influence, bearing on genuinely democratic national progress.

Engine Drove Rail Home

Fast Express on the Grand Trunk Does a Bit of Track Repairing on a Cold Night

THIS story is substantially as it was told me by my father, George E. Rainsford, some years before his death in the autumn of 1905. The incident happened on the Grand Trunk Railroad in the late fifties.

These were the days of hand-brakes on express trains and thirty-ton locomotives. There were no steel rails nor six-bolt angle splice bars. The old pear head wrought iron rail was used its joint fastening was slipped chair about six inches long, which was spiked to the tie.

Travelling on such a track was rough and noisy. The clatter of the joints made a continual roar. Nothwithstanding all this crudeness of permanent way, a speed of sixty miles an hour was frequently made. Broken rails were a common occurence especially in winter, and track walkers day and night kept a sharp lookout for them.

My father then a well set-up young chap about eigteen years, was station agent and telegraph operator at a small station named Gananoque, about thirty miles east of Kingston, Ontario. The station, as was usual on that line, was about three miles from the town, and as there was no night trick man, my father slept in a room just off the telegraph office.

One clear, cold winter night — one of those nights when the cold seems to come down from the upper air like a blanket of ice, when the rails snap in the wood work, the mercury tries to crawl out of the bottom of the bulb, and there is only a short puff of wind at rare intervals—one such puff nearly caused a wreck, my father was rolled up in his blankets, snug and warm, when about one o'clock in the morning he was awakened by the track-walker shaking him. The man was out of breath form running.

"Mr. Rainsford?" he cried, "there's a broken rail in half a dozen places down the track about a mile and a half. Will you come along with us? We are short handed and that hand car is something to pump with the grease stiff in the boxes. I have roused Sandy Mc Connell and his gang."

"All right Barney" and he tumbled out.

Stepping to the key he called up the nearest night station east, to tell them to warn the express, if she had not already gone by, to look out for the gang east of Gananoque. He was told that she had just passed. As his station was west of the brake, he decided to go along with the track gang to help out.

Rails not all on one length.

He hurried into his clothes and went out to find the men getting things together. With tools, a rail, and a lantern they started for the break.

It was as Barney had said, the hand-car took some muscle to pump sure enough. By main strength they reached the scene of trouble, threw off the stuff, pulled the hand-car off to one side and fell to work like so many demons, urged on by the cold, and the anticipation of the express. There was no snow and the ground was as hard as iron.

While some drew out the spikes and got out the broken pieces, McConnell measured the gap—for rails were not all one length — and started to cut the rail to fit.

They soon heard the far away roar of the west-bound express. She was heavily loaded, for Parliament, then held at Montreal, has closed for the holiday season.

Thinking the job would not be done in time, to avoid risk, McConnell sent one of the men with a lantern up the track to the far side of a cut to flag the flier. He charged him on no account whatever to open the lantern, but if it grew dim because of the cold oil, not to pick up the wick but put the lamp under his coat for a while when it would burn brighter again.

"Don't open it," cautioned McConnell, "for if you do and it blows out—that train is ditched."

It was suddenly discovered that in hurry the rail had been cut too long by about two inches. By starlight the men started to "chew off" that much. It was slow work, for the chisels broke, one of the men said that he saw no sign of the light the flagman carried.

"I guess he has put it under his coat" said McConnell; but as he spoke an uneasy chill not caused by the cold struck the gang. The men fell to work again, but soon paused as the flier was coming near.

"He should be able to see that light now, and blow for brakes," said my father.

Jumped for their lives.

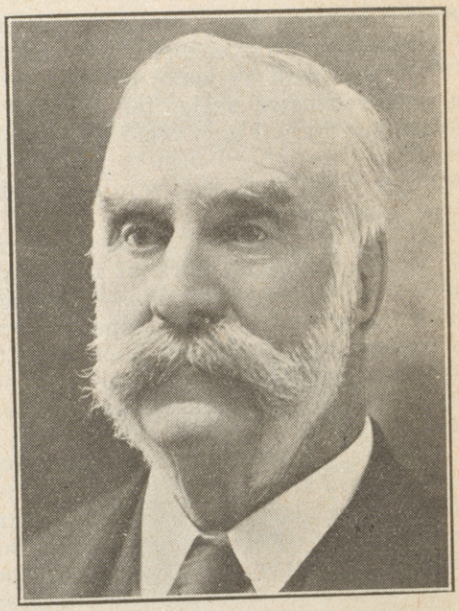
As he spoke, the train tore through the cut. It was now less than half a mile away and coming like a thunderbolt. One end of the rail was in the chair. In sheer desperation, the strikers gave some furious blows with the chisel, while the rest grapped bars and ran back trying to drive back the rails on their gaping joints and give room for the new rail to slip into place.

But it was no use the rails were frozen fast to the tie. Dropping everything, the men sprang clear of the track, clapping their hands over their ears to shut out the crash when the express went down the bank.

A rear, a flash of lights and the flier went by. There were the rear-end lights fading away and the rumbling diminishing. The men looked to see McConnell, a steel-nerved Scot, crying like a child. The rail was in place snug and tight. How did it get there? McConnell pulled himself together and told them.

As the train was not over a hundred yards away a desperate idea scared his horror-stricken brain. With a leap he straddled the rail picked up one end, laid it on top of the next rail facing track with hardly a second to spare. The truck wheels struck it like a steam hammer and drove it into its place, where it held.

It turned out that the flagman a stupid sort of a fellow, contrary to orders hd aopened the lantern to pick up the wick and a puff of wind blew it out. While fumbling with a match with benumbed fingers, the train flew by and he was too bewildered to hurl hid lamp into the cab. Long afterward he tried to describe his feelings in that dread moment. Going back to the gang, he tried to say something, but McConnell motioned him to keep still.



SANDY McCONNELL

The late Sandy McConnell came from Scotland many years ago and entered the service of the G. T. R. as track man and then section foreman and extra gang foreman for good many years and what is notable that he never had any accidents on his territory due to deficient track and was known to get off instead of writing a message go right back to the spot and see that it was safe. He was born in Scotland and died in Fort Covington, N. Y., after about 45 years with the old Grand Trunk.

He has 4 sons: Alex, engineer with the C. V. Ry; James, engineer with the C. V. Ry; John, engineer with the G. T. R.; Mike, formerly engineer and now working in Shops G. T. R., Montreal.

At the time of his death he was Roadmaster between Montreal and Fort Covington.

They drove the chair into place, spiked down the rail, gathered up the stuff and pumped the car home in silence.

There were at least three men that night who offered up a prayer of thanks. McConnell actually had a nightmare two or three times that night, and my father laughed as he told how he found himself twice on the floor in his nightgown, yanking his heavy bedstead about the room in a desperate effort to get the hand-car off the track before the express struck it.

IN RAILROAD SERVICE MORE THAN HALF A CENTURY

THE Grand Trunk Railway was one of the first corporations on this continent to make provision, on a comprehensive scale, for employees overtaken by old age, accident or sickness. It has indeed been a pioneer in welfare work as it relates to big industrial undertakings.

As far back as 1860 there is record of the existence of work of this character and the various plans developed with the growth of the company, were placed on well organized lines, and today they cover in one way or another, every employee of the Grand Trunk Railway System.

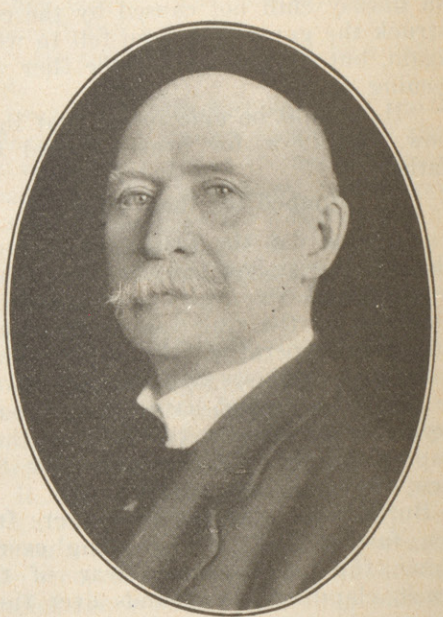
Eighty-nine Grand Trunk men have been retired from active service, under the pension plan of the company, during the past twelve months, bringing the total number of officers and employees pensioned to twelve hundred and thirty-three. The company is contributing more than $225,000 annually to the Pension Fund, the total outlay on this account, since the inception of the present plan in 1908, being $1,750,000, while it has also contributed more than half a million dollars to its superannuation fund.

The eighty-nine names added during the past year to the honor roll of retired men represent in the aggregate twenty-five hundred years of railroading. Twenty-nine of these men were in service for forty years or more, ten were in service in excess of forty-five years and four of the veterans had more than fifty years of service to their credit.

Among the men now retiring who have been in service more than half a century are the following:

MR. D. MORICE, agent at Niagara Falls, retires after a service of fifty-two years. Entered the employ of the Grand Trunk as a messenger at Brantford, and among the positions he held during his long railroad career were those of Assistant Superintendent at London, Assistant Superintendent at Toronto and Terminal Superintendent at Toronto.

MR. A. A. MAVER, Master Mechanic, Montreal Shops, was retired at sixty-eight years of age, upon his own request, after a service



A. A. MAVER
Master Mechanic, Montreal.
Retires with 52 years service.

of fifty-two years. Mr. Maver entered the service of the company at Montreal as an apprentice in the Motive Power department in 1865, and became Locomotive Foreman in 1870 at Montreal, Assistant Mechanical Superintendent at Hamilton in 1884, Foreman at Stratford in 1888, Locomotive Foreman at London in 1898, and was appointed Master Mechanic at Montreal in 1901. Mr. Maver was born at Brechin, Scotland.

Mr. Maver's reminiscences of the many changes which he witnessed during his long service are an epitome of railroad progress during the last half century and tell in vivid manner of the passing of the iron age and the arrival of the age of steel.

When he entered service as an apprentice, the shops were heated by stoves using cordwood as fuel, which

was also the fuel used on the locomotives. Water could be supplied to the locomotive boiler only when the engine was moving, and this by means of pumps. To-day water is supplied when the engine is moving or stationary by means of powerful inspirators. Air brakes were then unknown, and braking was entirely done by hand-power. The boiler tubes were made of brass, and the boilers were made of iron plates. The first steel boiler ever used was built and applied to a locomotive by Mr. Richard Eaton, then Mechanical Superintendent of the Great Western Railway at Hamilton, Ont., and afterwards Mechanical Superintendent of Grand Trunk Railway at Montreal. Iron tires were used on the locomotives and they ran on iron rails.

The locomotives, without tender, weighed on an average 60,000 lbs. as against the locomotives of to-day which weigh between 200,000 lbs and 300,000 lbs. The gauge of the track was five and one-half feet; now it is the standard four feet eight and one-half inches. Cars have been increased in capacity in proportion to the increase in the weight and power of locomotives. Instead of links and pins for coupling, the "M.C.B." coupling is used. Sleeping and dining cars were of a very primitive description as compared with the palatial cars of to-day. A rope was used by the train crew for signaling the engineer, an uncertain means of communication as compared with the present pneumatic signal. Stoves were used for heating the passenger cars.

A great improvement has been made in the work of caring for the comfort of trainmen when away from home, by providing them with comfortable rest and dining rooms, under the auspices of the Railroad Y.M.C.A. In the old days if the members of the train crew did not go to a hotel, they brought their food with them and often slept on the floor of the roundhouse, or on the roof of the engine cab, amid smoke steam and noise.

A marked advance has been made in the workshops, with the introduction of modern machinery, electrically driven, the use of high speed cuting tools, electric and oxy-acetylene outfits for welding, shop telephones, etc., all meaning a saving of time and cost. With regard to the training of apprentices great progress has been made. The company takes a deep interest in educating the boys, not only in the practical work but in theory as well, classes being conducted in the company's time. In the old days it was only the ambitious lads, and comparatively a very small number, who strove for this theoretical education and they had to acquire it in their own time and at some cost.

Te improvements mentioned show the wonderful development that has taken place on Canada's pioneer railway since the sixties.



T. JACKSON
Baggage Agent, Strathroy, Ont.
Retires with 51 years service.

MR. T. JACKSON, Baggage Agent at Strathroy, Ont., retired after fifty-one years of service, was born at Ottawa, in 1851. He entered the company's service in April 1866 as a switch-tender at Merriton, Ont. During his first ten years of service with the Grand Trunk Mr. Jackson was employed at several stations, including London, Beachville, Ingersoll, Harrisburg, Hamilton, Winona and Blythe. He was transferred in April 1876 to Strathroy, where he has been employed continuously for a period of forty-one years as switchtender, warehouseman and bagageman.

MR. J. R. McINTYRE, retired at the age of sixty-five years, has a notable record among the locomotive engineers of this continent. Born at Kilmarnock, Scotland in 1853, he entered the service of the Grand Trunk in 1865 as a cleaner in the roundhouse at Sarnia. He was made locomotive fireman in 1870, and engineer in 1873, retiring with fifty-one years of service, during forty-four years of which he ran continuously as a locomotive engineer.

Railway Team Wins Chamberlin Shield in First Aid Competition



Fifteen teams from the principal terminals on the Grand Trunk Railway System have been competing for the honor of holding the Chamberlin Silver Shield for proficiency in First Aid work. The final tests in the competition were held in Montreal, first honors being won by the team from the Stratford Shops of the company, second honors going to team No. 1 from the Montreal Shops, and third honors to team No. 2 from the Montreal Shops. Teams from the Stratford Shops is shown here with its directors. Top row, from left to right, C. Kelso, Master Mechanic, Stratford, A. Thom, President of Stratford Motive Power Department First Aid Class, Dr. G. R. Deacon, Surgeon Instructor. Bottom row, members of the team, from left to right, G. Gilbert, A. Stralo, J. Weis (Captain), W. H. Ord, J. Riches.

RECONSTRUCTION

WHAT do we most of us expect for those great days which, however deferred, must surely come again — the days of peace? Some perhaps look forward to a time when with a great sigh of thankfulness we will once more turn to our normal occupations. Some imagine little more than a sudden and splendid holiday from all the anxiety and the stern discipline of years of war. Others dream of Utopias coming ready made into being and setting up beyond all risk a new heaven and a new earth.

But normal times are not likely after so abnormal a catastrophe as the present war; and the reaction from the strain we are under will bring us grave and immense dangers of its own; and the millenium can never come unless men prepare it with ever greater and more tireless devotion than that they have spent upon war. It is not too much to say that if we are not wisely prepared for peace by the best thought and effort we can muster, the problems of war will be outdone by the problems of peace. Destruction must be followed by Reconstruction or all the good things that we are fighting to maintain, and all the better things that our Victory will make possible, will vanish and leave the world a helpless, hopeless chaos. We hold our fate in our hands, and it will be just as good or just as pitiful as we shall make or allow it to be.

The problems of peace are uncountable. Some of those that will arise however must be already obvious. There is first of all the fact that a great proportion of the labor in which Canada is at present engaged is connected with work which must stop as it began with the war. Hunrdeds of thousands of Canadians are employed in munitions and other war industries. They will be thrown out of employment at the coming of peace unless the plants at which they are engaged can be adapted to some other purpose or unless they can be absorbed in other fields of work. At the same time half a million of men will be returning as fast as the plans for demobilization will allow and for the country's sake as well as for their own these men must be got back into productive work at the earliest opportunity. The first factor in the problem therefore would be a great supply of labour.

How about the employment of this labour? There is no question that there ought to be a great increase of agricultural production in this country. There is also no question that great efforts will have to be made in this country and throughout the world to replace the immense resources which the war has destroyed and to recover the ground which has been lost by our necessary concentration upon unproductive and destructive work. But an increase in agricultural production cannot come by merely wishing for it and Canada's efforts in industry after the war will depend not only upon the capital that may be available for them, but also upon her power to compete with others and to reach the markets of the world.

A vast deal of constructive work will have to be done in the devasted districts of France and Belgium. It is difficult to make forecasts but the shortage of ships after the war, the cost of transport, the higher cost of labour on this Continent and our present lack of preparation, make it unlikely that we will have any considerable share in the physical reconstruction of Europe.

What then will be the new fields of employment which will be able to absorb Canadian labour? Perhaps for the first two or three years after the war our own needs may keep us busy but it is reasonable at the very least to say that unless we are prepared in advance an immense dislocation of industry and labour is inevitable. The suffering which such a period might bring and the dangers which it might threaten to the healthy progress of our democracy must be apparent to all thinking persons.

There are also other dangers not of a material nature. We have all been

hypnotised by the war into special efforts and sacrifices. When the pressure of the war's discipline is removed we may find that much of our morale has been founded not on character but on necessity, and if we are not preparing our minds afresh with constructive ideas we shall not have the grit and determination needed to face the future.

There is another danger and that is that large bodies of the community may see only those problems which must directly touch their self-interest and may work for solutions which because they are partial will make for discord in the community. It will be nothing short of a disaster if the great body of returned soldiers, or the great body of labour, or those who represent the executive side of industry should imagine that their interests were separate, and should form themselves into rival groups instead of seeing that the problem of reconstruction is one problem and that the only solution of it is that which is good for all.

I mention the foregoing as possibilities which are to be feared, but which are only to be feared if we fail to think and to prepare ourselves. If there are dangers, there are also possibilities of good, not only in this country but throughout the world such as have never before presented themselves. The world can undertake a vast house cleaning. The war has at least taught us to examine new ideas on their merits and to be ready to apply them wherever they may seem of service. We have seen the value of concerted effort and we no longer fear but welcome and make use of that instrument of progerss which we used to call "the thin end of the wedge."



WINDSOR STATION, MONTREAL.—(By courtesy of C. P. R.)

Our problems therefore is not merely a preventive one but can be and must be a constructive one.

There are two powers in the community which can face this problem. The first is the Government, the second public opinion.

So far as Government activity is concerned we should get much inspiration from the example of Great Britain. The Birtish Cabinet has created a Ministry of Reconstruction divided into six great departments and served by over eighty committees to deal with the whole of the problem as England sees it. One of these depatrments takes up chiefly the questions of pro-

duction, trade and organization; another finance and housing; another labour and industrial organization; another, social development; another, the legal questions arising out of the new situation.

England has also given the lead to the rest of the world in the creation and mobolization of public opinion on this object. The English Labour Party, so ably led by the Right Honourable Arthur Henderson, has put forward the most thoughtful and statesmanlike programme that was ever conceived by any political party. Whatever exception may be taken by this or that person to any items in this programme nobody can deny its power and nobody can be otherwise than devoutly thankful that it is British Labour which has given such a lead.

In Canada we have no Ministry of Reconstruction, although we have a Cabinet Committee to deal with the subject, presided over by the Prime Minister with a Vice-Chairman in the person of the Honourable A. K. Maclean. We have also certain committees, commissions and other bodies dealing with portions of the problem of reconstruction, such as the Invalided Hospital Commission, the Pensions Board, the Conservation Commission, the Land Settlement Commission, and we have the Soldiers' Civil Re-Establishment Portfolio in the Cabinet. But we have not yet reached a coordination of effort or an attempt to consider and deal with the whole situation.

There remains public opinion and this must depend upon each one of us. If it were possible to have groups of men throughout the country studying the problem of reconstruction, groups which would represent every section of society and in which representatives of labour and of the returned soldier, of agricultural and industrial interests would debate these problems with the ordinary man in the street the community could be gradually trained to face the situation and the Government would be encouraged and strengthened to deal with it.

A movement has been set on foot to organize such groups under the name of "Canadian National Reconstruction Groups." The temporary committee in charge of this organization has issued a circular setting forth its aims, and stating, so far as it can, the problem as it sees it and the subjects which would have to be considered in dealing with that problem. This committee has selected out of these subjects for first consideration, the subject of employment from now on and after the war, setting out various questions which will have to be answered. Some of these questions can only be answered with the aid of the Government, and the committee is in touch with the Government in order to get that aid and will hand on to any who may join study groups the information which the Government may give. The writer will be happy to answer any enquiries and to supply those who may wish to join groups with copies of the circulars which have been prepared and with a bibliography of books which may be of assistance for study.

Labour in England has declared that it includes labour of brain as well as labour of hand. It has given a magnificent lead to the rest of the community. It is not too much to hope that Labour in Canada may take the same position.

WARWICK CHIPMAN, K.C.

Chairman of Plans and Propaganda Committee—Canadian National Reconstruction Groups.

705 Dominion Express Building, Montreal.

SUPPORT The Canadian Railroader, the Magazine with an object. Put Men of Our Own Class In the House of Commons and In the Provincial Legislatures. Subscribe To-day—$1.00 per Year.

THE PENITENT

(By L. Col. JOSEPH LEE of the 4th Battalion, Black Watch.)

As I lay in the trenches at Noove Chapelle,
Where the big guns barked like the Hounds o'Hell,
Sez I to mysel', sez I to mysel' —

Billy, my lad, here's the end o'you—
But if, by good luck, ye should chance to slip thro',
Ye'll bid a'ye'r evil companions adieu;
Keep the Lord's Ten commands — and Lord Kitchener's two—

Sez I to mysel' — at Noove Chapelle.

Nae more women, and nae more wine,
Nae more hedgin' to get down the line,
Nae more hoggin' around like a swine,
After Nooove Chapelle — sez I to mysel'.

But only the good God in Heaven knows
The wayward way that a soldier goes,
And He must ha' left me to walk by mysel' —
For three times I've fell, since Noove Chapelle.

Once at Bethune, and twice at Estaires,
The divil gripped hand o' me unawares—
Yet often and often I've prayed me prayers
Since I prayed by mysel', at Noove Chapelle.

Well, the Lord above, wha fashioned the French,
May bethink how bewitchin' is wine and a wench
To a chap that's been tied for three weeks to a trench,
Around Noove Chapelle — the black border o' Hell.

And me throat was dry, and the night was damp,
And the rum was raw — but bright was the lamp!
And — Billy, me lad — ye'r a hell o' a scamp,
That's the truth to tell — tho' I sez it mysel'.

What's worryin' me isna' fear that they'll miss
Me out o' the ranks in the realms o' bliss;
It's no hope of Heaven, nor horror o' Hell:
But just breakin' the promise, twixt God mysel',
Made at Noove Chapelle.

Well, there's always a way that is open to men
When they gets the knock-out, — that get up again:
And, sure now, auld Satan hasn't yet counted ten!
I'm game for another good bout wi' mysel',
As at Noove Chapelle.

Correspondence Column

NOTE.—This department is open to all. If you have anything of interest to communicate send it to: Correspondence Department, Canadian Railroader, 65 Dandurand Building, Montreal.

TO ALL EMPLOYEES OF THE CANADIAN PACIFIC RAILWAY. — CONCERNING THE ERECTION OF A MEMORIAL TABLET

WHEN one of our brothers loses his life in the terrible European turmoil his soul is carried on the wings of a legion of angels where the Almighty in His divine omnipotence registers on His books of heavenly justice, in golden letters, the name of a new saint.

Do you think, fellow employees, that we railroadmen should do something to commemorate the death of our brave brethren who have fallen in the name and through the cause of the world's democracy?

Many of our confreres engineers, firemen, conductors, trainmen, telegraphers and men holding executive positions have paid the supreme sacrifice for the safeguarding of humanity.

Their memories should be engraven upon our minds, for it would be ingratitude to let our thoughts wander in the domain of indifference when the richest blood of men is shed on the battlefields of France and Flanders.

From the highest to the humblest servant, from our president to the poorest laborer, sorrowful bereavement has been the common lot of all.

Decorations have been given to our gallant soldiers for brave deeds accomplished in the face of death. "Fortune smiles to the audacious" and railroadmen who are peculiarly fitted by training to deeds of dash and daring, distinguished themselves and were decorated upon the field of battle.

I think that a subscription should be started among the men employed in ous system and we should attempt to secure an effective co-operation from our respective Grand Lodge and Local Divisions for the purpose of erecting a memorial tablet in remembrance of our co-workers who have given their lives that we might live as free men.

My suggestion is that a marble or onyx tablet with the names of our fellow employees ,engraven in golden letters, who have been killed at the front, should be erected in the concourse of the headquarters of our company. Each and every organization should bring this subject up at the next regular meeting and come to a decision. If the majority should be in favor, and I earnestly hope that we will be unanimous, we might join hands with office clerks and others for the formation of a committee to undertake the active work.

Then in a very short time, the memorial might be unveiled so that the traveling public would see and understand that the railroadmen did not stay behind when the tyrant of Berlin threatened the freedom of democracy.

All correspondence regarding this subject will be appreciated by

J. E. CARRIERE,
Director Fifth Sunday Meeting Ass.
Treas. Lodge 490, B. R. T.
1273 Demontigny St. East.
MONTREAL, Que.
Phone: La Salle 2672.

Levis, March 6, 1918.

W. E. BERRY, Esq.

Dear Sir:—

As requested some time ago, I am sending you the list of members of Division 523.

Wishing you and the Canadian Railroader all the success that must be expected from such a good enterprise for the benefit of all Railroadmen.

Yours truly,

A. GAUVREAU.

Abitibi, P. Q.
Via Cochrane, Ont., Feb. 18, 1918.

Mr. W. E. BERRY,
Montreal, Que.

Dear Sir and Brother:—

I duly received the sample copy of the Canadian Railroader and read it over with much pleasure and great interest, and would

like your committee to accept my congratulations on issuing a well got-up and reasonable magazine. Enclosed please find $1.00 for a year's subscription, which I shall be glad to renew at the proper time. Our next meeting will be held on March 31st and I will certainly read your circular to the boys and boost you all I can.

I take it you wish the names and addresses of all our members. Kindly advise me if this is so, and if such is the case, will furnish same. Am awfully in accord with your aims and objects and by writing and speaking have always advocated direct representation of working men in our legislature. Now that the railroaders have taken this matter up, I am looking forward to a time in the near future, when we shall have someone to keep Bro. Robertson company. It is a striking commentary, that in a country as democratic as this is (and I do not see that democracy and loyalty to our present ruler are incompatible) we have not a single working man representative who has been elected to Parliament.

In going through the magazine, I notice a lot of excellent photographs of good looking men, but cannot see any Canadian government employees who are members of your directorate. What is the matter? Is it that we have not got men intelligent enough, or have they all been asleep when you inaugurated your present campaign?

Wishing you all the success in the world and hoping to see the realization of your objective.

Fraternally yours,

WILL. ROBSON.

BROTHERHOOD OF RAILROAD TRAINMEN

Lake of the Woods Lodge 270.

Kenora, Ont., March 14th, 1918.

The Canadian Railroader,
MONTREAL, Que.

Dear Sirs:—

In accordance with your circular of recent date, I am enclosing the names of our members, that are now working in this terminal. Our membership is much larger than the enclosed list, but those that I have omitted are away on leave of absence and it would be useless to send magazines to them as they would never receive them.

We have talked over the movement as promulgated by the Fifth Sunday Meeting Association and are quite in accord with it. The different Labor Organizations here, have been holding meetings along those lines for some time past. They have been known as Union meetings and have dealt with local items which are of interest to all the Organizations. These meetings have been attended by members from the following Unions, B. L. E.; O. R. C.; B. of L. F. E.; B. R. T.; O. R. T.; I. B. of M. W. E.; and by the Carmen and Machinists. Thanking you for the magazine for our members, and assuring you of our continued interest, I am,

Yours truly,

GEO. F. DOAN,
Sec'y No. 720.

ORDER OF RAILWAY CONDUCTORS

Brandon Division No. 464

415 8th Street, Phone 920

C. M. DALES, Sec.-Treas.

Brandon, Man., February 27th, 1918.

The Fifth Sunday Meeting Association,
65 Dandurand Building,
MONTREAL, Que.

Dear Sirs and Brothers:—

Your circular letter and Canadian Railroader to hand and at our last regular meeting held Feb. 24th, this was read and I was instructed to send the names and addresses of members of Division 464 as per your request. We will be pleased to send you any help we can in regard to this association and I would ask if it would be advisable to try to place the Canadian Railroader in the hands of our merchants and what commission would be allowed for so doing this work.

Attached you will find complete list of our members.

Yours truly in P. F.

C. M. DALES,
Sec. Div. 464.

REMEMBER

The next Fifth Sunday Meeting will be held on Sunday, June 30th, 1918, at 7.30 P.M., at Stanley Hall, Montreal.

Be sure to attend.

RAILROAD ANNIVERSARY OF NATIONAL INTEREST

CONSIDERABLE interest is being manifested in the sixty-sixth Anniversary of the Grand Trunk Railway System, which is being observed this year.

The history of the Grand Trunk may be said to be the story of early railroading on this continent. As far back as the year 1832 a charter was granted in Canada for the construction of a line from Laprairie to St. John (now part of the Grand Trunk system) and this line was opened for traffic in 1836. This particular line was then known as the Champlain and St. Lawrence Railroad, but ultimately, through a series of transfers and amalgamations, it came in control and ownership part of the Grand Trunk. The Champlain and St. Lawrence Railroad was built with the object of making it an important link in the chain of communication then partly existing between Montreal and New York by means of the water route of Lake Champlain and the Hudson River. It was one of the earliest, if not the very earliest, of the experiments in railway construction in Canada. It should be taken into account that in 1836, when this line was put in service, there were only 1,100 miles of railroad in the whole of the United States.

In 1845 undertakings were entered into, and successfully completed to give Montreal and the West direct communication by rail with the seaboard, and to give Portland, Maine and other eastern points a direct route to the west by way of Canada. But the real period during which railway construction in Canada had its serious beginning was from 1852 to 1856 — and it was during this period the parent stem of the Grand Trunk acquired definite existence and ultimately led to the building up of the present great system, which has become one of the most important carriers of commerce on the continent.

During the early struggles of the company for existence, many materials of construction had to be imported from Britain under conditions very different to those prevailing to-day, and the obstacles to be surmounted were further accentuated by the outbreak of the Crimean war, at a time when it was essential to the building of the railway that the company should have the most favorable opportunities for financing the enterprise. As a result of the Crimean war financing became almost impossible, and it was little short of a marvel that with practically no Government assistance the Grand Trunk Railway was pushed through to completion.

Notwithstanding such adverse circumstances, the various works were carried out by the contractors who undertook them with energy and ability, and in some sections with extraordinary rapidity. Besides inclement and diversity of climate which had to be contended with, the greater part of these works were carried out through territory defective in means of internal communication and in those facilities to which the contractors had been accustomed in previous construction in other countries.

The style and design of roadway as then constructed proved sufficient in cross sectional area to remain the standard through the years since. This fact, together with the small degree of curvature adopted as the maximum in the alignment, has preserved to the Grand Trunk the original conditions of excellence for train movements for which the road was designed, and for which the English roads were noted, despite the fact that motive power and other rolling stock have in modern times so greatly increased in weight. Many roads in the United States, constructed in the same period as the early Grand Trunk, were built with much narrower width of roadway and with less favorable standards of limitations in curvature and gradients, but their upkeep in its many ramifications of expenditure created for them a perpetutl burden in maintenance charges.

In the early days there never was

any fear as regards the amount of traffic to be obtained from the West, as it was only limited by the carrying capacity of the road, but westbound traffic from Quebec and Portland was a source of anxiety, as it was impossible to secure a balance of traffic or equitable return loading.

Business in the country was varied and fluctuating. During certain portions of the year there was all the traffic that the power could handle. At other times the trains ran light. Further, there was the fact that the character of the traffic was such that on portions of the road a certain number of trains were required even if the business was light, and therefore the relative cost of maintenance was unavoidably high.

Notwithstanding every cause of embarrassment and anxiety the road steadily improved in stability and fully demonstrated the views of its promoters in regard to its necessity and value as a great national highway of communication.

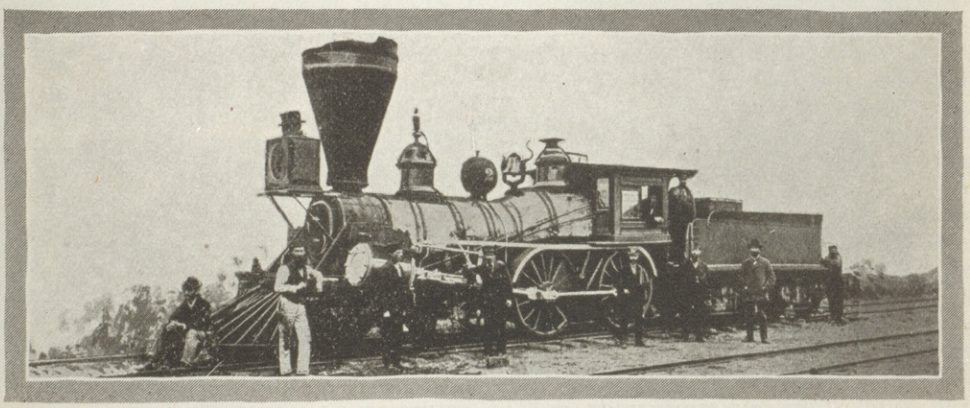
As traffic developed the delays and inconvenience to the travelling public as well as to shippers of freight in the more congested parts of the system necessitated doubling the track on these portions, and a great outlay was involved in this connection. At the present time, out of an aggregate of 4,783 miles in the system, 1,065 miles are double-tracked, and with the exception of the St. Clair tunel and about five miles in the State of Indiana, there is a continuous stretch of double track from St. Rosalie, Que., to Chicago, Ill., a distance of 886 miles. Grade revisions have been made on some sections of the line in order to permit of the more economical and expeditious handling of the increased tonnage. The Grand Trunk possesses on its system four structures known the world over, and has a direct interest in another of equal fame. These are the Victoria Jubilee Bridge, the International Bridge between Fort Erie, Ont., and Buffalo, N.Y., the St. Clair Tunnel, constructed under the St. Clair River between Sarnia, Ont., and Port Huron, Mich., the great bridge across the St. Lawrence River at Coteau, Que., and the Steel Arch Double Track Bridge across the Niagara River.

As nothing intensifies a truth so much as setting it in the shadow of its opposite, facilities in transportation furnished by the Grand Trunk in the early days, good as they were for the time, may well be contrasted with those enjoyed by travellers and shippers of to day. Rails have gone through every conceivable change in shape, weight, length, material, joint, and process of manufacture from the small and apparently crude rule of thumb design in iron to the scientifically proportioned shape of the heavy modern standards in steel. Freight cars and trains are now of largely increased capacity and these in turn required the use of more powerful locomotives, which consequently involved the renewal from time to time, with improved design and on a stronger basis, of the bridge structures. Sleeping cars of any kind were unknown in Canada until the sixties, and it was not until 1870 that the Pullman Company began to operate sleeping cars on the Grand Trunk. Short coaches with small four-wheeled trucks, hand system of braking, pin and link couplings, uncomfortable seating and upholstery, crude systems of heating and various other now objectionable features have given way to commodious day coaches with every conceivable appointment in construction and convenience tending to the comfort of passengers. These general statements of facts connected with some of the features of the early days by no means belittle the knowledge of the promoters and constructors of the Grand Trunk. As compared with men of to-day, they had lesser advantages for scientific training and fewer opportunities of working from precedent, yet it is a fact that much of what is in practice on the modern road was known in principle to these men. It will easily be realized that the Grand Trunk became early the backbone and framework of the country, the arterial communication between the Atlantic and the West. Its system has been a great contributor to the development of Canada, and the enormous amount of through traffic carried over its line from the Western States to the Eastern has proved an additional benefit to such development, by reason of increased train service through Canada,

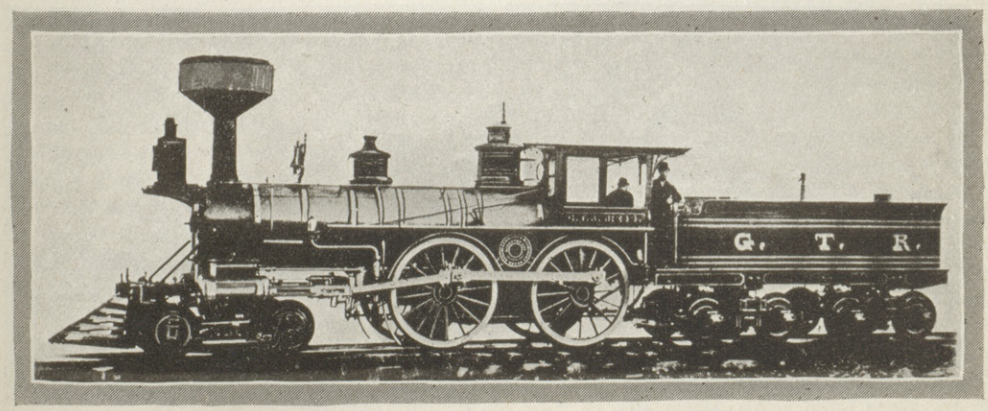
with all that means for the public benefit.

The people of Canada have had the full benefit of a comprehensive as well as a through line of communication in the Grand Trunk, without any cost to them with the exception of a grant of $500,000 towards the reconstruction of the Victoria Bridge, $350,000 to the construction of the St. Clair Tunnel and o loan of three million pounds made in the early days,—that is, in 1853, which loan was for the object of putting the road in an advantageous condition and rendering partial assistance to the line towards Portland, a line so essential to Canada in the winter months when navigation of the St. Lawrence was totally closed by ice. But the railway company has left nothing undone in regard to shipping facilities in the harbor of Montreal during the season of navigation. One of the greatest elevators in Canada has been erected thereby the company, and the trackage arrangements in connection therewith are all conducive to the convenience of handling the shipments.

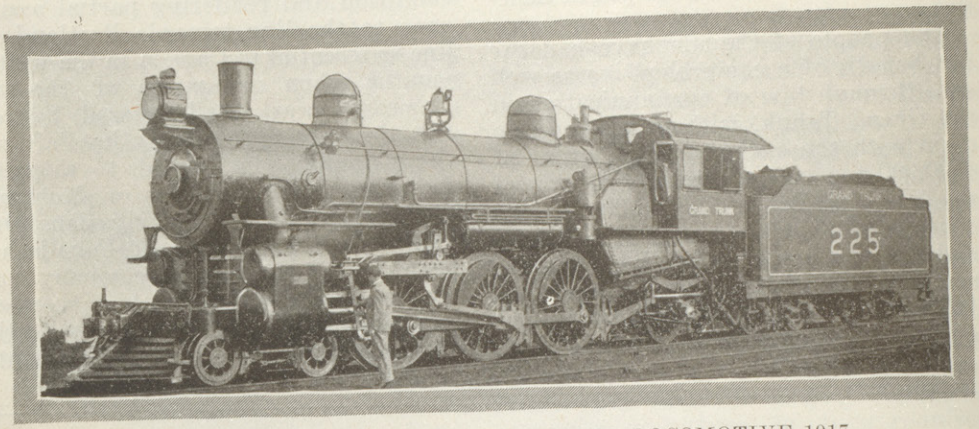
The Evolution of the Locomotive



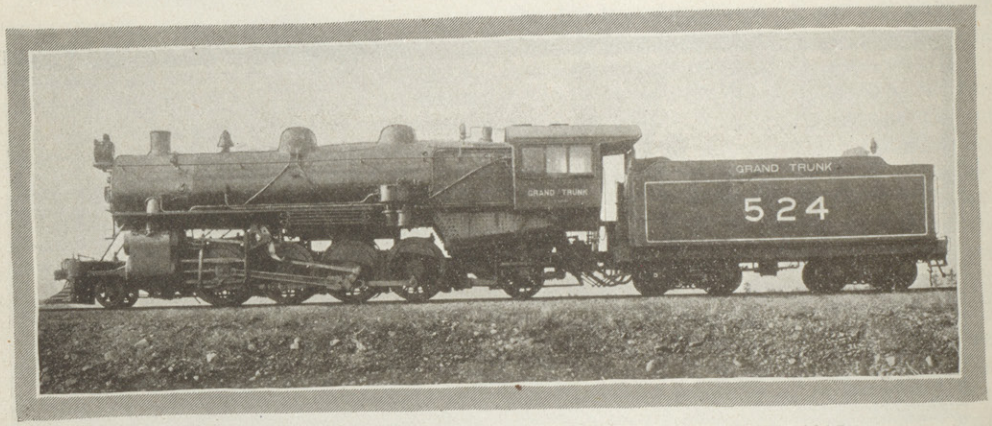
TYPE OF GRAND TRUNK LOCOMOTIVE IN USE 1853



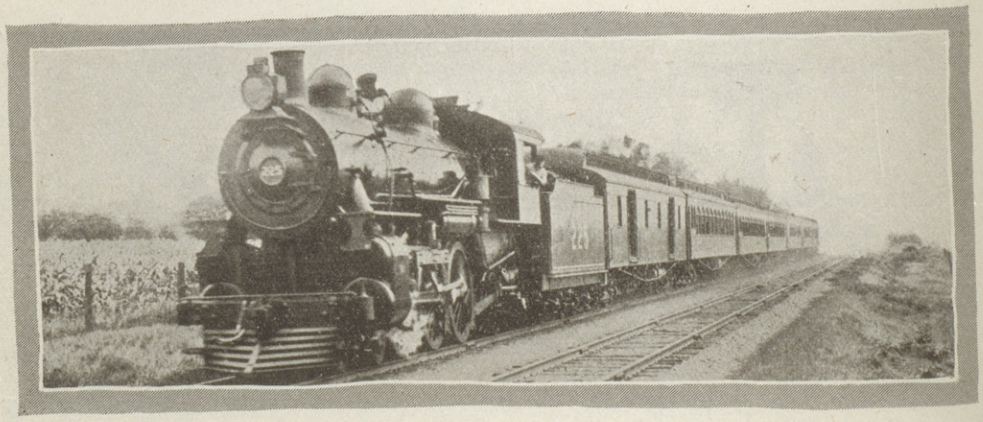
GRAND TRUNK PASSENGER LOCOMOTIVE 1870



GRAND TRUNK STANDARD PASSENGER LOCOMOTIVE 1917



GRAND TRUNK STANDARD FREIGHT LOCOMOTIVE 1917



GRAND TRUNK STANDARD PASSENGER TRAIN 1917

A Word of Congratulation

Letter from an Old Railroad Official to his Son a Division Superintendent

March 20, 1904.

My dear Boy:

The circular announcing your appointment as division superintendent has just been received, and it brings up a flood of thoughts of former years. I felt that you had made a mistake in leaving us to go with the new system, but it has turned out all right. I can appreciate the fact that you would rather work away from me, so as to make people believe that you can go up the official hill without having a pusher behind you.

This should be one of the proudest periods of your life. You are now in a position to do good to your company, to your fellow man, and incidentally to yourself. No matter how highly organized a road may be, the importance of the office of division superintendent is in direct proportion to the ability and earnestness of the incumbent. The position is little or big, restricted or untrammeled, just as you make it. Many a superintendent has had to double the hill of a swelled knob, and run as a last section into the next promition terminal. You have too much of your mother's good sense ever to cause anybody else to put up signals for you on this account. Therefore do not lose your democratic manner. Keep your heart warm and regard the wider field as an opportunity to get more friends on your staff. Try to call every employe in your territory by name, as Caesar did his soldiers; for all the traffic of good will must run in a direction toward you if you want maximum results, as they call efficiency nowadays. Good old rule 121 of the standard code says: "When in doubt take the safe course and run no risks," which, in the case of acquaintance, means if uncertain whether you know a man or not, speak to him and give him the glad hand anyway. You will have to discipline men, but that can be done without parting company with your good manners. Remember that the much-abused word "discipline" comes from the same root as the word "disciple," a pupil, a learner, a follower. It is always easier to lead men than to drive them.

When you go over the division do not try to see how many telegrams you can send, but how few. It is usually a pretty safe rule after writing a telegram on the hind end of a train to carry it by two or three stations to see if you would rather not take it back to the office yourself. The dispatchers used to tell your old dad that they could'nt have told he was out on the line as far as his messages were an indication. Another thing, do not try to plug your whistle and muffle your bell. Let everybody know you are coming. The "Old Sleuth" stunt is for criminals, not for honest employes. Be on hand so frequently that your coming is taken as a matter of course. Never hunt quail with a brass band, but bear in mind that men, unlike quail, rather like to perch on a band wagon. If you are tempted to wait behind box cars to see if the men on a night pony have gone in the hay, do not yield, but get out, see that the switches are lined up, and count the ties in front of the headlight until somebody gives her steam; just as Napoleon walked post for the sleeping sentinel. Then, if you administer a polite jacking up it will be twice as effective even if the delay to the work that one time has continued. Remember that things are not as they should be, and it is probably your own fault, if under normal conditions, a particular movement depends upon your personal efforts. Any routine action that you take should be calculated to help many trains, or one train many times; or to help many men, not merely the trains or men in question. It is all right, in emergencies, to jump in and do the work of a conductor, of an engineman, of a switch tender, or of

any other employe. The great trouble, is in discriminating between an emergency and a defect which can better be remedied in some other way. The smaller the caliber of the official the more numerous the emergencies to his mind.

You should try to arange your work so as to stay up all night at least once a week, either in the office, or better, on the road or in the yards. You will keep better in touch with the men and the things for which you, asleep or awake, are always responsible. You remember when your sister Lucy was little how we asked her why she said her prayers at night but usually omitted them in the morning. Her answer which so thickled you was, "I ask God to take care of me at night, but I can take care of myself in the daytime." It is much the same way with a railroad. From your point of view it will take pretty fair care of itself as a daylight job, but at night that proposition loses is rights. The youngest dispatcher, by virtue of being the senior representative awake, is to a certain extent general manager. The least experienced men are in the yards and roundhouses. The ever-faithful sectionmen are off the right of way. The car inspector's light and the engineman's torch are poor substitutes for the sun in locating defects. The most active brains are dulled by the darkness just before dawn. Then it is that a brief hour may side-track or derail the good work of many days. It is this responsibility, this struggle with nature, this helping God to work out the good in men, that makes our profession noble and develops qualities of greatness in its members. With a failure's blessing ever your own. D. A. D.

ON THE TRAIL OF THE PACKERS.

Discussing the packing house investigation, "The Public," of New York, says:

"As interesting as the disclosures showing the extent and method of control of the meat supply by the Chicago packers is the story of how the Federal Trade Commission came to undertake the investigation now under way. It is a devious record in itself, showing the methods by which the packing house combine reached into the National Capital and the Trade Commission itself and for month after month succeeded in blocking any effectual action looking toward relief of the stockmen and consumers who suffer from its arbitrary power. And there was something decidedly dramatic in the final frustration of their efforts and the chance coincidence of a joint exposure, in different court-roms of the same building in Chicago, of the way of private monopoly with labor and its way with producer and consumer. What Mr. Heney overlooked Mr. Walsh put into the record, and vice versa, and their frank cooperation in the task of exposing the packers' record of brutality and intrigue will appear reprehensible only to the packers and their flunkies. For once the packers' influence with the Chicago press proved futile and day after the news despatches gave to the people in vivid flashes the truth about private enterprise when it captures control of a great basic industry and vests in a handful of men arbitrary power over the lives and fortunes of great multitudes of their fellows. It is a story of team-work by a few very interesting men—men already known for their courage and ability in serving the public interest. It begins with a meeting of stockmen—leaders in the national association—at San Francisco several years ago. They were invited by Mr. Willian Kent, then representing the First California District, to visit his home under the shadows of Mt. Tamalpais, across the bay in Marin county, and there they talked over their uphill struggle against the Chicago packers. Mr. Kent's father had been both a stockman and a packer in the Chicago field, and his son knew the business from the remotest upland pastures of Nevada to its most intimate ramifications in Halstead and La Salle streets. He might have been one of them to-day except for a streak in him that Art. Young would describe as the "cosmic hunch" and the packers as soft-headedness. Whatever it is, it is responsible for the fact that he is both one of the greatest landowners in the country and a single taxer; a woolgrower on a large scale and a foe of Schedule K; owner of large holdings in Mexico and an ardent proponent of President Wilson's Mexican policy.

The Avenues of Mastery

by SCOTT NEARING

A YEARNING for liberty is one of the most potent of human impulses. Some men are dominated by its power. Others are able to ignore its urgency in the rush of everyday life, but when the issue is squarely presented and clearly seen men love liberty as dearly as they love anything else in the world. Offer any man in modern Western society double, treble or quadruple his wages if he will sell himself or his children into slavery. A few will accept, but the great majority will refuse immediately and unquestioningly.

Perfect liberty may be attained. There may be no such thing for the human race as absolute justice. Liberty and justice, in their finality, exist in the human heart, but they are none the less real. There is no society, however primitive, which does not present a picture of the individual, demanding, and in general receiving, a square deal from his fellows.

The human yearning for liberty and justice, so powerful in the case of the individual, becomes a dynamic, positive force in human life.

Thus democracy was organized to insure liberty. The early Americans pledged their lives, their fortunes, and their sacred honor to the guarantee of liberty and justice—to the overthrow of unjust mastery. And here, in the United States, democracy has maintained herself, but through the years there have developed new forms of authority, special privilege and vested power, until it becomes necessary to ask, "What is mastery ?"

Historically, there have been a number of stages in the development of mastery. First there was the ownership of the body. A man owned another man, and he took a whip to him, if necessary, saying& "You work for me, you toil, and work and earn bread, and I will eat it." That was the first form of economic mastery. There the master owned, not the tools of production, but the human element in production.

Then, in another stage, the owner of the land, the feudal baron or the landlord, said to the tenant, who worked on his land: "You toil and work and stay on my land. You create bread, and I will eat it." That was the feudal stage under which the nobility and the clergy exercised a master over the rest of the community.

Now we have passed the ownership of the land; we have come to another stage, where the owners own the land, and the rights to the land, called franchise, and the tools with which men work, called capital, and owning the land, and owning the franchises, and owning the capital, they have control, through their title-deeds, of the means by which their fellow-men earn a living—they own the job. That is capitalism. And the capitalists say to those driven by hunger and ambition: "You toil and work and earn bread, and we will eat." They own the job! They own the right to work. They have it in their power to say: "You may work; you may not work." Therefore, owning the jobs, controlling the means to a livelihood, they are in a position where they can exact as their share a part of the product of those who work at the jobs without themselves rendering any service, in any particular, ta their fellowmen.

Job owning is the largest and probably the most complete system of mastery ever prefected. It is marvelous in its thouroughgoing effectiveness.

Job ownership owes its effectiveness to a subtle, psychological power that overwhelms the unconscious victim, making him a tool, at once easy to handle and easy to discard. The job holder has been taught that he must "get ahead" in the world; that if he practices the economic virtues—thrift, honesty, earnestness, persistence, efficiency — he will necessarily receive great economic reward; that he must support his family in the standard set by the community, and that to do all of these essential things he must take a

job and hold on to it. Having taken the job he finds that, in order to hold it, he must be faithful to the job owner, even if that involves faithlessness to his own ideas and ideals. In other words, to keep his body comfortable and his family respectable, he must prostitute his mind and frequently barter away his soul.

The driving power in slavery was the lash. Under serfdom it was the fear of hunger. The modern system of job ownership owes its effectiveness to the fact that it has built upon the most potent driving force in all the world—the driving force of a man's ambition—the driving force that comes within the man himself. Thus job owning, built upon an automatic self-drive principle, enables the job owner to exact an immensely valuable return in faithful service that neither slavery nor serfdom ever made possible. Job owning is thus the most thorough-going form of mastery yet devised by the ingenuity of man.

NO MILITARISM HERE!

Senator New's attempt to amend the draft act to provide for training boys between 19 and 21 was merely the fight for compulsory universal military training in a new form. The War Department asked for an amendment permitting the registration of men who have reached 21 since the passage of the act, and the Indiana Senator — there with Jim Watson as first fruits of Mr. Will H. Hays' talents as a campaign manager—prevented compliance with the War Department's urgent request for prompt action by insisting on his amendment. The War Department has neither the uniforms, guns, nor officers for training boys, who could not be utilized for from one to two years. Its opposition has been clearly expressed. Yet day after day Mr. New succeeded in delaying action while he and his accomplices sought to organize and manipulate the nation's anxiety over the German offensive and its universal desire to see the adoption of radical emergency measures. Second thought convinces anyone that the New amendment would obstruct and delay America's full participation—that the mere urging of it in this stubborn fashion was holding back the mobilization of the second draft army. But these cunning tories — intent on fastening a Prussian institution on the country for purposes that have no relation to this war — are counting on a hysteria that will compel action before there is time for a second thought. The German offensive gave them their one great opportunity. It was an attempt to take advantage of a passing wave of martial enthusiasm for a purpose hostile to the fulfillment of the very purpose toward which this enthusiasm is directed. Let us make no mistake. This issue of universal compulsory military training as a permanent institution has become the keystone in the arch of economic imperialism and bellicose nationalism that our most powerful privileged interests are striving to erect. Once the nation passes under that arch, America and the world are in for a disheartening repetition of all the horrors now upon us. — "The Public."

Revillon Wholesale

LIMITED

EDMONTON, Alberta.

WHOLESALE DISTRIBUTORS OF

DRY GOODS, GROCERIES, HARDWARE, DRUGS, PAPER AND STATIONERY

Five distinct wholesale businesses under one roof and one management. Growing so fast we are overcrowded with 175,000 square feet to work in.

Manufacturers of Iron Clad Overalls, Work Shirts and Work Pants.

Outfitters of Survey and Engineering Parties, Construction and Lumber Camps. Etc., Etc.

THE NEW LABOR BOARD

Discussing the proposed National War Labor Board, "The Public," of New York, says:

"Because we are at war and can brook no obstruction or delay in our essential industries, the acceptance by labor and capital of a board of this sort seems natural and inevitable. Yet fifteen months ago it would have been regarded as a radical innovation and would have met with strong opposition from both sides. Organized labor has zealously guarded its freedom to strike while many employers have shared labor's distrust of any government agency that might in time develop coercive an d compulsory powers. The agreement is a victory for the commission idea advocated by Professor Commons of Wisconsin, and it is more than a pasing victory, because the Government will be loath to abandon any measure of control over industrial disputes that it once assumes. Labor's opposition to the setting up of governmental machinery that would discredit strikes even if it did not prohibit them has arisen from a distrust of politicians as men usually drawn from the upper or middle class, and from its belief that employes in an industry or shop where union membership is punished with prompt dismissal must organize secretly and strike first, negotiating later. But recently there has been encouraging evidence that this need not be so. In the Chicago packing houses an organization was formed in spite of the opposition of the employers; demands were formulated and presented; and the packers were compelled to recognize the organisation and acquiesce in arbitration proceedings, the result of which has been a victory for the men. And there was no strike. The other objection is fully answered by labor's confidence in President Wilson."

HOUSING WAR WORKERS

"The Public", of New York, reports an interesting plan for housing war workers proposed by Lawson Purdy, former president of the New York City Tax Department. A limited divident corporetion would be formed, "to which the Federal Government shall contribute four-fifths of the capital, and local capital one f-fth. The Government is to receive four and a half per cent interest, and the local capital is to draw a divident not exceeding five per cent. The rent should not be more thatn one-fifth of the prevailing wage, nor more than ten per cent on the actual cost of the building. n amortization charge of two per cent would pay off the Government's claim in approximately twenty-seven years, and the renters would then own their own homes. Sufficient land should be acquired by purchase or condemnation proceedings to build a complete town unit, including not only dwellings, but stores, theaters, and other necessary public buildings. The cost of five-room two-and-a-half story cottages of brick or concrete with modern improvements would run from $2,500 to $3,000. If the rent averaged $25 a month, or $300 a year, it would be apportioned as follows:

Taxes 2½%	$45.00
Five per cent dividend on one-	
Insurance, repairs, etc.,½ . .	60.00
fifth capital	30.00
Four and half per cent inter-	
est on four-fifths capital. .	108.00
Two per cent amortization . .	48.00
Contingencies.	9.00
	$300.00

REMEMBER

The next Fifth Sunday meeting will be held on SUNDAY, June 30th, 1918, at 7.30 P.M., at Stanley Hall, Montreal.

Be sure to attend.

A Change of Treatment

by W. W. JACOBS

"YES, I've sailed under some' cute skippers in my time," said the night-watchman; "Them that go down in big ships see the wonders o' the deep, you know," he added with a sudden chuckle, "but the one I'm going to tell you about ought never to have been trusted out without 'is ma. A good many o' my skippers had fads, but this one was the worst I ever sailed under.

"It's some few years ago now; I'd shipped on his bark, the John Elliott, as slow-going an old tub as ever I was aboard of, when I wasn't in quite a fit an' proper state to know what I was doing, an' I hadn't been in her two days afore I found out his 'obbey through overhearing a few remarks made by the second mate, who came up from dinner in a hurry to make 'em. 'I don't mind saws an' knives hung round the cabin,' he ses to the fust mate, 'but when a chap has a 'uman 'and alongside 'is plate, studying it while folks is at their food, it's more than a Christian man can stand.'

"'That's nothing,' ses the fust mate, who had sailed with the bark afore. 'He's half crazy on doctoring. We nearly had a mutiny aboard once owing to his wanting to hold a post morten on a man what fell from the mast-head. Wanted to see what the poor feller died of.'

"'I call it unwholsome,' ses the second mate very savage. 'He offered me a pill at breakfast the size of a small marble; quite put me off my feed, it did.'

"Of course, the skipper's fad soon got known for'ard. But I didn't think much about it, till one day I seed old Dan'l Dennis sitting on a locker reading. Every now and then he'd shut the book, an' lok up, closing 'is eyes, an' moving his lips like a hen drinking, an' then look down at the book again.

"'Why, Dan,' I ses 'what's up ? you aint larning lessons at your time o' life ?'

"'Yes, I am,' ses Dan very softly. 'You might hear me say it, it's this one about heart disease.'

"'He hands over the book, which was stuck full o' all kinds o' diseases, and winks at me 'ard.

"'Picked it up on a book-stall,' he ses; then he shut 'is eyes an' said his piece wonderful. It made me quite queer to listen to 'im. 'That's how I feel' ses he, when he'd finished. 'Just strength enough to get to bed. Lend a hand, Bill an' go an' fetch the doctor.'

"Then I see his little game, but I wasn't going to run any risks, so I just mentioned permiscous like, to the cook as old Dan seemed rather queer, an' went back an' tried to borrer the book, being always fond of reading. Old Dan pretended he was too ill to hear what I was saying, an' afore I could take it away from him, the skipper comes hurrying down with a bad in his 'and.

"'What's the matter, my man?' ses he, 'what's he matter?'

"'I'm all right, sir,' ses old Dan, 'cept that I've been swooding away a little.'

"'Tell me exactly how you feel,' ses the skipper, feeling his pulse.

"Then old Dan said his piece over to him, an' the skipper shook his head an' loked very solemn.

"'How long have you been like this ?' he ses.

"'Four or five years, sir,' ses Dan. 'It ain't nothing serious, sir, is it ?'

"'You lie quite still,' ses the skipper, putting a little trumpet thing to his chest an' then listening. 'Um ! there's serious mischief here, I'm afraid; the prognotice is very bad.'

"'Prog what, sir,' ses Dan, staring.

"'Prognotive,' ses the skipper, at least I think that's the word he said. 'You keep perfectly still, an' I'll go an' I'll go an' mix you up a draft, and tell the cook to get some strong beef-tea on.'

"Well, the skipper 'ad no sooner gone, than Cornish Harry, a great big lumbering chap o' six feet two, goes up to old Dan, an' he ses, 'Gimme that book.'

" 'Go away,' says Dan, 'dont come worrying 'ere; you 'eard the skipper say how bad my prognotice was.'

" 'You lend me the book,' ses Harry, ketching hold of him, 'or else I'll bang you first, and split to the skipper afterward. I believe I'm a bit consumptive. Anyway, I'm going to see.

"He dragged the book away from the old man, and began to study. There was so many complaints in it he was almost tempted to have something else instead of consumption, but he decided on that at last, an' he got a cough what worried the foc'sle all night long an' the next day, when the skipper come down to see Dan, he could 'ardly 'ear hisself speak.

" 'That's a nasty cough you've got, my man,' ses he, looking at Harry.

" 'Oh, it's nothing, sir,' ses Harry, careless like. 'I've 'ad it for months now off and on. I think it's perspiring so of a night does it.'

" 'What ?' ses the skipper. 'Do you perspire of a night ?'

" 'Dredful,' ses Harry. 'You could wring the clo'es out. I suppose it's healthy for me, ain't it, sir ?'

" 'Undo your shirt,' ses the skipper, going over to him, an' sticking the trumpet agin him, 'Now take a deep breath. Dont cough.

" 'I can't help it, sir,' ses Harry, 'il will come. Seems to tear me to pieces.'

" 'You get to bed at once,' says the skipper, taking away the trumpet, an' shaking his 'ed. 'It's a fortunate thing for you, my lad, you're in skilled hands. With care, I believe I can pull you round. How does that medicine suit you, Dan ?'

" 'Beautiful, sir' say Dan. 'It's wonderful soothing. I slep' like a newborn babe arter it.'

" 'I'll send you to get some more,' ses the skipper. 'You're not to get up, mind, either of you.'

" 'All right, sir,' ses the two in very faint voices, an' the skipper went away after telling us to be careful not to make a noise.

"We all thought it a fine joke at first, but the airs them two chaps give themselves was something sickening. Being in bed all day, they was naturally wakeful of a night, and they used to call across the foc'sle inquiring arter each other's healths, an' waking us other chaps up. An' they 'ud swop beef-tea an' jellies with each other, an' Dan 'ud try an' coax a little port wine out o' Harry which he 'ad to make blood with, but Harry 'ud say he had'nt made enought that day, an' he'd drink to the better health of old Dan's prognotice, an' smack his lips until it drove us a'most crazy to 'ear him.

" 'After these chaps had been ill two days, the other fellers began to put their heads together, being maddened by the smell o' beef-tea an' the like, an' said they was going to be ill too, and both the invalids got into a fearful state of excitement.

" 'You'll only spoil it for all of us', ses Harry,' and you dont know what to have without the book.'

" 'It's all very well doing your work as well as your own', ses one of the men. 'It's our turn now. It's time you two got well.'

" 'Well? ses Harry, 'well?' Why, you silly iggernerant chaps we shan't never get well; people with our complaints never do. You ought to know that.'

" 'Well, I shall split,' ses one of them.

" 'You do!' ses Harry, 'you do, an' I'll put a 'ed on you that all the port wine and jellies in the world would'nt cure. 'Sides, dont you think the skipper know' what's the matter with us?'

" 'Afore the other chaps could reply, the skipper hisself comes down, accompanied by the fust mate, with a look on his face which made Harry give the deepers and hallowest cough he'd ever done.

" 'What they reely want,' ses the skipper, turning to the mate 'is keerful nussing.'

" 'I wish you'd let me nuss 'em', ses the fust mate, 'only ten minutes—— I'd put 'en both on their legs, an' runring for their lives into the bargain in ten minutes.'

"'Hold your tongue, sir,' ses the skipper; 'what you say is unfeeling, besides being an insulte to me. Do you think I studied medicine all these years without knowing when a man's ill?'

"The fust mate growled something and went on deck and the skipper started examining of 'em again. He said they was wonderfully patent lying in bed so long, an' he had 'em wrapped up n bed clo'es and carried on deck, so as the pure air could have a go at 'em.

"We had to do the carrying, an' there they sat, breathing the pure air, and looking at the fust mate out of the corners of their eyes. If they wanted anything from below, one of us had to go an' fetch it, an' by the time they was taken down to bed again, we all resolved to be took ill too.

"Only two of 'em did it though, for Harry, who was a powerful, ugly-tempered chap, swore he'd do all sorts o' dreadful things to us if we didn't keep well and hearty, an' all 'cept these two did. One of 'em, Mike Rafferty, laid up with a swelling on his ribs, which I knew myself he 'ad 'ad for fifteen years, and the other chap had paralysis. I never saw a man so reely happy as the skipper all day long, and used to make notes of the cases in a big pocket-book, and read 'em to the second mate at meal-times.

The foc'sle had been turned into hospital about a week, an' I was on deck doing some old job or the other, when the cook comes up to me pulling a face as long as a fiddle.

"'Nother invalid,' ses he; 'fust mate's gone stark, staring mad!'

"'Mad ses I.

"'Yes,' ses he. 'He's got a big basin in the galley, an' he's laughing like a hyener an' mixing bilge-water an' ink, an' paraffin an' butter an' soap an' all sorts o' things up together. The smell's enough to kill a man; I've had to come away.'

"Currious-like, I jest walked up to the galley an' puts my 'ed in an' there was the mate as the cook said, smiling all over his face, and ladling some thick sticky stuff into a stone bottle.

"'How's the pore sufferers, sir?'' ses he, stepping out of the galley jest as the skipper was going by.

"'They're very bad; but I hope for the best,' ses the skipper looking at him hard. 'I'm glad to see you're turned a bit more feeling.'

"'Yes, sir,' ses the mate, 'I did'nt think so at fust but I can see now them chaps is all very ill. You'll s'cuse me saying it, but I don't quite approve of your treatment.'

"I thought the skipper would ha' bust.

"'My treatment?' ses he. 'My treatment? What do you know about it?'

"'You're treating 'em wrong, sir,' ses the mate. 'I have here (patting the jar) a remedy which 'ud cure all them all if you'd only let me try it.'

"'Pooh!' ses the skipper. 'One medicine cure all diseases! The old story. What is it? Where'd you get it from?' ses he.

"'I brought the ingredients aboard with me,' ses the mate. 'It's a wonderful medicine discovered by my grandmother, an' if I might only try it I'd thoroughly cure them pore chaps.'

"'Rubbish,' ses the skipper.

"'Very well, sir,' ses the mate, shrugging his shoulders. 'O' course, if you won't let me you won't. Still, I tell you, if you'd let me try I'd cure 'em all in two days. That's a fair challenge.'

"Well they talked, and talked, and talked, until at last the skipper give way and went below with the mate, and told the chaps they was to take the new medicine for two days, jest to prove the mate was wrong.

"'Let pore old Dan try it forst, sir,' ses Harry, starting up an' sniffing as the mate took the cork out; 'he's been awful bad since you've been away.'

"Harry's worse than I am, sir,' ses Dan; 'it's only his kind heart that makes him say that.'

"It don't matter which is fust,' ses the mate, filling a tablespoon with it, 'there's plenty for all. Now Harry.'

"Take it,' ses the skipper.

"Harry took it, an' the fuss he made you'd ha' thought he was swallering a football. It stuck all around his mouth, and he carried on so dredful that the other invalids was half sick afore it came to them.

"RIGA"

ON SALE EVERYWHERE — 25 CENTS A BOTTLE.
Purgative Water, Cures Constipation, Bad Digestion and Headache.

"'By the time the other three 'ad 'ad theirs it was as good as a pantomime, an' the mate corked the bottle up, and went an' sat down on a lacker while they tried to rinse their mouths out with the luxuries which had been given 'em.

"How do you feel?' ses the skipper.

"'I' m dying,' ses Dan.

"'So 'm I,' ses Harry. 'I b'leeve the mate pisoned us.'

"The skipper looks over at the mate very stern an' shakes his 'ed slowly.

"'It's all right,' ses the mate. 't's always like that the first dozen or so doses.'

"Dozen or so doses!' ses old Dan, in a faraway voice.

"'It has to be taken every twenty minutes,' ses the mate pullin' out his pipe and lighting it; an' the four men groaned all together.

"'I can't allow it,' ses the skipper, 'I can't allow it. Men's lives mustn't be sacrificed for an experiment.'

"'Tain't a experiment,' ses the mate very indignant, 'it's an old family medicine.'

"'Well, they shan't have any more,' ses the skipper firmly.

"'Look here,' ses the mate. 'If I kill any one o' these men, I'll give you twenty pound. Honor bright, I will.

"'Make it twenty-five,' ses the skipper, considering.

"'Very good,' ses the mate. 'Twenty-five; I can't say no fairer than that, can I?' 'It's about time for another dose now.'

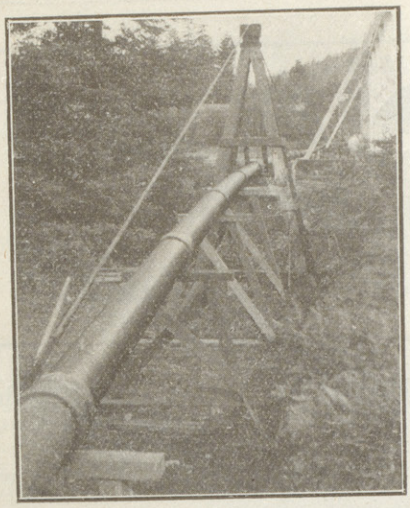
"He gave 'em another tablespoonful all round as the skipper left, an' the chaps what wasn't invalids nearly bust with joy. He wouldn't let 'em have anything to take the taste out, 'cos he said it didn't give the medicine a chance, an' he told us other chaps to remove the temptation, an' you bed we did.

"After the fifth dose, the invalids began to get desperate, an' when they heard the'd got to be woke up every twenty minutes through the night to take the stuff, they sort o' give up. Old Dan said he felt a gentle glow stealing over him and strengthening him, and Harry said that it felt like a healing balm to his lungs. All of 'em agreed it was a wonderful sor 'ot medicine, an' arter the sixth dose the man with paralysis dashed up on deck, and ran up the rigging like a cat. He sat there for hours spitting, an' swore he'd brain anybody who interrupted him, an' arter a little while Mike Rafferty went up and j'ined him, an' if the fust mate's ears didn't burn by reason of the things them two pore sufferers said about 'im, they ought to.

"They was all doing full work next day, an' though, o' course the skipper saw how he'd been done, he didn't allude to it. Not in words, that is; but when a man tries to make four chaps do the work of eight, an' hits 'em when when they don't, it's a easy job to see where the shoe pinches."

SUBSCRIBE

To the Canadian Railroader. Send in your dollar to-day for a year's subscription.



Wire Wound Wood Pipe
"2 to 24"
Wood Tanks To Order

Canadian Pipe Co., Ltd
550 Pacific St. Vancouver, B.C.

1868 — 1918
We celebrate, March 11th
Our Golden Anniversary
Watch the newspapers for details
DUPUIS FRERES, THE PEOPLE'S STORE

The Increasing demand for **GRIP NUTS**
SAFER RAILROADING
CHEAPER MAINTENANCE
Canada Grip Nut Company, Limited
MADE IN CANADA
McGill Building, MONTREAL

J. W. McCONNELL, President.
C. H. McLEAN, Sec.-Treas.
ST - LAWRENCE SUGAR REFINERIES LIMITED
DIAMOND
DOMINION EXPRESS BUILDING
MONTREAL
Cable Address—"LAWRENCE"



Our Florist

Natural and Artificial
FLOWERS

CHAS. C. DE LORIMIER
Specialists: Funeral Designs
250 St. Denis Street, Montreal

Vancouver Lumber Co. LIMITED — OR — **Vancouver Cedar Mills** LIMITED
MANUFACTURERS OF
Fir Lumber, Timbers, Cedar Siding, Red Cedar Shingles, Boat Cedar
Quality and Immediate Shipment are at your command.
GENERAL OFFICES: VANCOUVER, B. C.

The Atlas Elevator Co., Limited

Grain Commission Merchants

WINNIPEG

Ship your grain through us.— We will look after your grades and obtain the highest market price.

Make Bills of Lading read:
ATLAS ELEVATOR CO.
Fort William or Port Arthur
Notify **Atlas Elev. Co., Winnipeg**

REFERENCES - Any Bank or Commercial Agency

W. A. HARPER, Manager *PHONE MAIN 835*

THE

Harper Construction Co. Limited

GENERAL CONTRACTORS AND ENGINEERS

126-130 GRAIN EXCHANGE WINNIPEG

Elevator and Mill Construction, a specialty

Campbell, Wilson & Strathdee, Ltd.
Regina and Medicine Hat

Campbell, Wilson & Adams, Ltd.
Saskatoon

Campbell, Wilson & Horne, Limited
Calgary, Edmonton, Lethbridge, Red Deer

Campbell Bros. & Wilson, Limited

Wholesale Grocers

TEA, COFFEE, BAKING POWDER, JELLY POWDER, ETC.

Packers of Royal Shield Brand of Goods WINNIPEG, Canada

D. COUGHLIN & CO.

"40 YEARS EXPERIENCE"

In the Livestock, Commission and Forwarding Business
Means Top Market Prices To Our Shippers.

We have direct connection with the most reliable firms in St. Paul, Chicago, Montreal and Toronto. Our service enables you to forward to any of those big markets without any additional charge. **Bill your stock shipments in our care and they will receive prompt attention.** Cattle salesmen, D. Coughlin, J. L. Coughlin, G. L. Armstrong; hog salesman, Alex. Miller; sheep salesman, Pete. Jordan.

Room 10, Exchange Building, Union Stock Yards, - ST. BONIFACE

Call, Write, Phone or Wire Today for Our Market Letter.

EASIFIRST SHORTENING

For all frying and cooking purposes

MAKES DELICIOUS PIES
CAKES AND
FANCY PASTRY

For frying it may be used over and over; fry fish then eggs. The flavor of one article is not carried to the order. Use one-third less than your recipe calls for of Lard and Butter. Think of the Economy.

Write us direct for Free Recipe Book

GUNN'S Limited

WEST TORONTO

Cut Down Your Table Cost

No thrifty housewife can afford to lightly overlook the money to be saved by using H. A. Brand Oleomargarine instead of butter.

The large percentage of creamery butter and the high-grade of selected oleo oil used in its manufacture, give it a rich yellow color—inviting for table use

Every blue and gold buttercup package bears the approval stamp of the Government Inspectors. H. A. Brand Oleomargarine is as clean and pure as if the housewife had made it in her own home—our factory is just a huge, white, sanitary kitchen.

Buy a pound and try it.

The Harris Abattoir Co., Limited

TORONTO, Canada

Established 1852

MATTHEW'S-BLACKWELL

LIMITED

WHOLESALE

Produce and Provisions

Branch Houses:

Winnipeg, Fort William, Ottawa, Sudbury, Sydney, C.B.

Plants at:

Montreal, Hull, Peterborough, Toronto, Brantford.

C. B. McNAUGHT, President
W. J. NORTHGRAVE, General Manager
C. C. MOWRY, Secretary

CITY DAIRY CO.

LIMITED

POTTER FARM, New Lowell, Ont.

740 ACRES

Purveyors of

CERTIFIED MILK

Produced and Bottled at Potter Farm

Under supervision Department of Public Health, Toronto.

SCIENTIFICALLY PASTEURIZED

MILK, CREAM KEPHYR, BUTTERMILK, CREAMERY BUTTER.

ICE CREAM and FANCY ICES

Retail and Wholesale

'Phone College 2040. TORONTO, Ont.

" The Most Beautiful Car in America "

PAIGE MOTORS

OF MONTREAL, LIMITED

EAST 6120
WEST 5380

124 Sherbrooke Street West

Specialties: Diamonds and Watches.

Telephone: Victoria 849

J. B. VINET

WATCHMAKER, JEWELLER,
OPTICIAN

Official Railroad Watch Inspector for
G.T.R., I.C.R., D. & H., C.V.

595 Wellington St., MONTREAL

Order 'Phones: Main 4323-4

MATTHEWS LIMITED

PRODUCE and
PROVISION MERCHANTS

22-24-26-28 William Street MONTREAL, Canada

MONTREAL DAIRY CO'Y

LIMITED

Cream, Butter and
Ice Cream

280-294 Papineau Avenue, MONTREAL, Canada

When you Know--

Master Mechanic Overalls

UNION MADE

You Will Prefer Them!

Unequalled for their all around satisfaction.
Large and roomy but well-fitting.
High Bib and High Back.
Close fitting, cinder-proof collar. All seams double stitched.

DETACHABLE BUTTONS MAKE WASHING EASY.

4-piece sliding web suspender.
Continuous one-piece facing at crotch and side openings prevent tearing.

Ask your dealer for MASTER MECHANIC OVERALLS and get full money value.

Western King Manufacturing Co. Limited
WINNIPEG

Osler, Hammond & Nanton

Investment Brokers, Financial Agents, etc.

REPRESENT:

INSURANCE

Law Union and Rock Insurance Co.
New York Underwriters' Agency.
Western Assurance Company.
Queen Insurance Company.
Northern Assurance Company.
Guarantee Co. of North America.

LANDS

Calgary and Edmonton Land Co., Limited.
Canada Saskatchewan Land Co., Limited.
Winnipeg Western Land Corporation, Limited.

LOANING

Law Union and Rock Insurance Co.
North of Scotland Canadian Mortgage Co., Limited.
Dominion of Canada Investment and Debenture Co., Limited.
Northern and Dominions Mortgage Co., Limited.
Osler & Nanton Trust Company.

STOCKS AND BONDS

Stocks and Bonds on London (England), New York, Montreal and Toronto Exchanges, bought and sold on Commission.

WINNIPEG MANITOBA
Cor. Main St. and Portage Ave.

TRADE MARK REGISTERED
HIGH GRADE

Grafton & Co.
LIMITED

CLOTHING
Manufacturers

Factory and Warehouse :
DUNDAS

Branch Stores—Hamilton, London, Woodstock, Brantford, Dundas, Peterboro, Owen Sound.

THE
Hamilton Bridge Works
Company, Limited
HAMILTON, Canada

Engineers, Manufacturers, Contractors

For Steam Railways, Electric Railways, Highways, Etc.

For Factories, Offices, Warehouses, Power Stations, Mill Buildings or any other purposes.

STEEL Bridges Buildings

Union Drawn Steel Co.
LIMITED

Manufacturers of
Bright Finished Steel Shafting and Shapes

Large Stock of all sizes

SEND FOR PRICE LIST
HAMILTON ONTARIO

H. J. WADDIE, President & Manager.
R. K. HOPE, Vice.President.
S. D. BIGGAR, Treasurer.
C. R. BROWN, Secretary.

THE
Canadian Drawn Steel Co.
LIMITED

Manufacturers of
Cold Drawn, Rolled, Turned and Polished Shafting, Etc.

ROUNDS 1/8 to 6"
SQUARES 1/4 to 2 1/4"
HEXAGONS 1/4 to 2 1/4"
AND FLATS up to 1 1/2 x 3"

HAMILTON CANADA

Southam Press Limited

Commercial, Financial and
Railroad Printing



MONTREAL

TORONTO MONTREAL

IF YOU WANT THE BEST

Ask for

ACME

TRADE MARK

GLOVES AND GAUNTLETS

MADE TO STAND THE TEST

Acme Glove Works Limited
MONTREAL

PALMER'S MOOSE HEAD BRAND

Summer and Winter Footwear, Sporting and Trench Boots

The wonderful satisfaction our Trench Boots are giving in the strenuous condition of War, in the Trenches of France and Belgium, bears strong testimony to the quality of our product.

FREE CATALOGUES ON REQUEST.

JOHN PALMER CO., LIMITED, FREDERICTON, N.B.

FLINT VARNISH & COLOR WORKS

OF CANADA, LIMITED

MAKERS OF

Fine Railway, Automobile and Carriage Varnishes, Coach Colors, Color Varnishes, Enamels, Japans, Primers and Surfacers.

WEST TORONTO ONTARIO

The SHEET METAL PRODUCTS CO.

OF CANADA, LIMITED

MONTREAL TORONTO WINNIPEG

BRANDRAM'S GENUINE B.B. WHITE LEAD

has been on the market for about 200 years. It takes hold, wears away gradually and leaves a good surface for repainting. It does not crack or peel. Works under the brush with ease and freedom. Has a greater covering capacity and greater lasting qualities than other leads. Is the whitest and most opaque White Lead known.

Ensure satisfaction by using Brandram's Genuine B. B. White Lead.

BRANDRAM HENDERSON, LIMITED

MONTREAL, HALIFAX, ST. JOHN, WINNIPEG, CALGARY, EDMONTON, VANCOUVER, TORONTO.

WESTERN GEM COAL

Is a Clean, Free Burning, Long Flame Domestic Coal
Mined in Alberta

It is Free From Soot, Smokeless and Holds Fire all Night.

Most Suitable for Furnaces, Stoves and Ranges.

The Most Satisfactory Substitute Obtainable for Anthracite Coal.

WE SOLICIT A TRIAL ORDER

WHOLESALE AND RETAIL

THE WINNIPEG SUPPLY & FUEL COMPANY LMIITED

PRODUCERS

Telephone Garry 2910

CANADA'S STANDARD MOTOR CARS

McLaughlin

McLaughlin Automobiles excel for economy and efficiency

A complete range of four-cylinder and six-cylinder models to select from

McLAUGHLIN CARRIAGE CO.
LIMITED

Winnipeg Salesroom :

204-212 PRINCESS STREET

Cor. of Ross Street

R. B. McClean Grain Co.
LIMITED

GRAIN
Merchants

Consignments handled to advantage in

Duluth - Minneapolis - Winnipeg

Write or wire for Quotations

WINNIPEG **Manitoba**

Diamond "A" Brand

PURE SILVER
Is known by the
HALL MARK

DIAMOND A BRAND ASHDOWN'S GUARANTEE

SOLID HARDWARE
Is known by the
Diamond "A" Trade Mark

Insist on having your dealer supply you with Diamond "A" Branded Hardware.

THE J. H. ASHDOWN HARDWARE COMPANY LIMITED

CALGARY WINNIPEG SASKATOON

Make Gordon's Drug Stores
YOUR DRUG STORES

Because--R. G. Gordon Drug Co. Limited, is a Winnipeg concern in every sense of the word. Winnipeg Capital. Winnipeg Management.

Prescriptions carefully filled.

Mail orders attended to with same care as if you were shopping in person.

R. G. GORDON DRUG CO., Limited
280 Portage Ave., corner Smith St. — 422 Main Street, McIntyre Block

War Economy

—for the table means buying the best, it goes farthest and there is no danger of spoiling other food by the use of one inferior article.

That is the reason why you should buy

SWEET CLOVER
BRAND
BEST IN THE WEST
HAM - BACON - LARD

¶ Approved by the Government when made.
Approved by the PEOPLE when eaten.

Insist on "Sweet Clover Brand" products and you will furnish a better table at a LOWER COST.

Gordon, Ironside & Fares — COMPANY, LIMITED — Moose Jaw, **WINNIPEG**

Licensed **GOOD PRICES! PROMPT RETURNS!** **Bonded**

LIBERAL ADVANCES ON BILLS OF LADING

We solicit your Commission business

WE TRADE IN SAMPLE AND GRADED GRAIN

AND ASK YOU TO GIVE US A TRIAL

We will check up Grading and Weights, and Advise you Promptly.

N. M. PATERSON & COMPANY, LIMITED

609-611 Grain Exchange GRAIN EXCHANGE **WINNIPEG, Man.**



Pioneers

of

Pure Paint

and still first in the estimation of Paint Users.

THE PAINT THAT COSTS THE LEAST

is the paint that covers the most surface — that takes the shortest time to apply — that wears the longest — Martin-Senour "100% Pure" Paint does all three. Here's the proof. "100% Pure" Paint covers 900 square feet of surface per gallon.
Hand-mixed lead-and-oil, and cheap prepared paints cover only about 500 square feet.

MARTIN-SENOUR

"100% PURE" PAINT

is guaranteed to be exactly as represented. The purity of the White Lead and Zinc Oxide — the high quality of the Linseed Oil — the minute fineness of the grinding by powerful machinery — insure a paint that gives years of protection and beauty to your home.

Write for Booklet "*Town and Country Homes*"

The MARTIN-SENOUR Co.
LIMITED
PRODUCERS OF PAINTS AND VARNISHES
WINNIPEG VANCOUVER MONTREAL TORONTO HALIFAX
Lincoln — Chicago

Abitibi Power and Paper Company, Limited

MONTREAL

Manufacturers of

NEWSPRINT PAPER
:: SULPHITE PULP ::
GROUNDWOOD PULP

Mills at : IROQUOIS FALLS, Ontario

O-RIB-O MANUFACTURING CO., LIMITED

WINNIPEG, Canada.

MANUFACTURERS OF

Sheet Metal Products

including Airlight Heating Stoves, Stove Pipes and Stove Pipe Elbows, Corrugated Railroad Oil Cans and Engineers Spring Oilers. Jobbers of Building Papers and Prepared Roofing.

1882 — Established 36 Years — 1918

The Store of Quality

Where the Mechanic's needs are supplied with the utmost care and economy.

Special attention given to

WORKING GLOVES, OVERALLS, WORKING SHIRTS, ETC., ETC.

A TRIAL ORDER IS SOLICITED

WHITE & MANAHAM, LIMITED

500 MAIN ST., WINNIPEG, MAN. BRANCH STORE: KENORA, ONT.

D. E. ADAMS COAL CO., LIMITED

HANDLERS OF

High Grade Canadian AND American COAL

'Phone Garry 740-741-742. WINNIPEG, Manitoba

Phone M. 1239 W. T. Clark, M. 3911

CLARK BROS. & HUGHES

Funeral Directors and Embalmers

MOTOR FUNERAL CAR — AMBULANCE IN CONNECTION

193 Donald Street, *corner St. Mary's Ave.*, WINNIPEG, Man.

CARHARTT



Overalls

and

Gloves ::

Strongest and BEST
for Railroad Men :::

They have stood the test for twenty-five years.

HAMILTON CARHARTT COTTON MILLS Limited

TORONTO, MONTREAL, WINNIPEG and VANCOUVER

Founded by R. T. Crane 1855

CRANE CO.

CHICAGO

Winnipeg Branch : **93 Lombard Street.**

Quarter Century of Progress

The Canadian General Electric Co., Limited, was organized in September, 1892 — just a quarter of a century ago.

It had its origin in a syndicate of ten citizens of Toronto formed five years previously with a capital of $10,000 to inquire into the feasibility of establishing, in Toronto, electric light and power by means of underground wires.

The Company has now a paid-up capital of $10,000,000, a surplus of over $4,000,000, and assets over $25,000,000.

It owns 10 manufacturing establishments, a large Head Office and 7 Branch Office buildings, and has 5,000 to 6,000 employees.

The Canadian General Electric Co., Limited, manufactures Electrical Apparatus and Supplies for Railway, Light and Power purposes.

The Canadian Allis-Chalmers, Limited, a subsidiary company, manufactures Locomotives, Structural Steel, Cast-Iron Pipe and Power Plant Equipment, Mining, Crushing, Hydraulic and Milling Machinery.

By reason of its numerous factories and great manufacturing facilities, the company was able to take an early and leading part in the manufacture of Munitions of War, and recently obtained from the British Government an order for 4 Steel Steamships of 3,500 tons each.

This, briefly, is the record of a Quarter Century of Progress.

Canadian General Electric Co. Limited

Canadian Allis-Chalmers Limited

Smart - Wood
LIMITED

Jute and Cotton Bags, Paddings, Twines, etc. .... Hessians, ... Lumberman's and Contractors Supplies, Tents and Awnings.

Montreal, Toronto, Winnipeg, Ottawa,

Dominion Floral Co.
THREE STORES
WILL GIVE YOU
BEST VALUE
BEST FLOWERS
BEST SERVICE

484 St. Catherine Street West
Phone: Uptown 4907

294 St. Catherine Street East
Phone: East 277

NORTH END BRANCH:
1886 Park Avenue
Phone: Rockland 2821

IN HAMILTON

The Thomas C. Watkins, Limited, Department Store :: :: is known as :: ::
THE
RIGHT HOUSE
and for seventy-five years has been
"HAMILTON'S FAVORITE SHOPPING PLACE"

Established 1843

EUGENE F. PHILLIPS ELECTRICAL WORKS
LIMITED

BARE and INSULATED COPPER
WIRES
CABLE AND CORDAGE

For Electric Railway Lighting Power and Telephone Work

MONTREAL - - - - CANADA

CANADIAN TUBE & IRON CO. LIMITED

MONTREAL, QUE.

Wrought Pipe Black and Galvanized, Nipples, Couplings, Bolts, Nuts, Rivets

BAR IRON AND STEEL

Wire Nails, Fence Staples, Wire all kinds Wood Screws

Works - LACHINE CANAL

THE MONARCH LUMBER CO. LIMITED

Dealers in

All kinds of Lumber Builders' Supplies

COAL AND WOOD

YOURS FOR GOOD GOODS PHONE 3456

YARDS ARE L. & 20th STS. **SASKATOON, SASK.**

Just Like an Old Friend

Always the same, smiling a welcome across the breakfast table every morning.
It looks good and is good, and it improves on acquaintance.
The introduction is easy to –

Just a tablespoonful of **Gold Standard Coffee**

For each cup required. Bring the water slowly to boiling point and allow it to boil one half minute, add one quarter cup cold water to settle, and serve in three minutes.

YOU CAN GET IT AT YOUR GROCERS

The Gold Standard Manufacturing Co. - Winnipeg, Man.

GOLD STANDARD PRODUCTS distributed in Western Canada by the CODVILLE CO. Limited
Winnipeg. Brandon, Moose Jaw, Saskatoon, Prince Albert, Medicine Hat

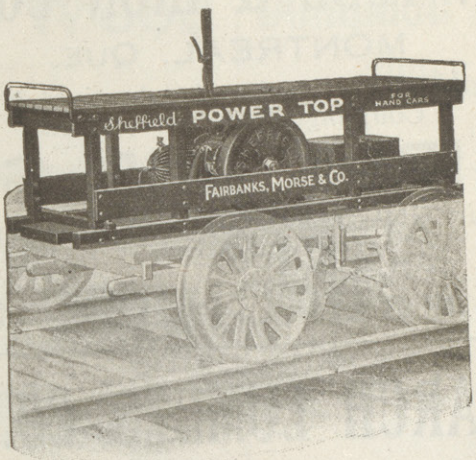
EATON BUYING POWER TO YOUR ADVANTAGE

EATON'S unusual buying facilities are to your advantage in two ways; a pronounced saving in price, which is made possible by our enormous quantity buying, a choice of merchandise both foreign and domestic that is practically unlimited. Our buyers are continually scouring the wholesale and manufacturing districts of the world's important markets for the latest fashion creations, the newest goods, and the best opportunities for large turnovers, which naturally mean more reasonable prices to you.

ARE YOU AN "EATON" CUSTOMER ?

If you are not already one of our regular customers a postal card with your name and address will bring a catalogue to your home. Do not delay. Send in your name today and share the many values which are offered in all lines of merchandise.

THE T. EATON CO. LIMITED
TORONTO
WINNIPEG CANADA



FAIRBANKS-MORSE

POWER TOP

READY to INSTALL ON

YOUR HAND CAR

¶ It has our new 5 horse power engine, two cycle--air cooled --the one motor car engine which successfully burns kerosene.

SEND FOR CIRCULAR GIVING FULL DESCRIPTION.

Attractive terms for Section Men.

THE CANADIAN FAIRBANKS-MORSE CO. LIMITED

ST. JOHN. QUEBEC, MONTREAL, OTTAWA, TORONTO,
HAMILTON, WINDSOR, WINNIPEG, SASKATOON,
CALGARY, VANCOUVER, VICTORIA.

USMC

SHOE MACHINERY
SHOE REPAIRING
.... MACHINERY ....
SHOE SUPPLIES

UNITED SHOE MACHINERY CO., OF CANADA, LIMITED

MONTREAL

TORONTO KITCHENER QUEBEC

Use

PURITY FLOUR

For
All Your Baking

Western Canada Flour Mills Co.
LIMITED

TORONTO — WINNIPEG

HIRAM L. PIPER
COMPANY, LIMITED

Manufacturers of

Switch, Train, Semaphore

and other Railway Lamps,
Starboard, Port Mast head
and other

Marine Lamps

RAILWAY CATALOGUE No. 31
and
MARINE CATALOGUE No. 22

::: MONTREAL, Canada :::

ST. LAWRENCE
IRON FOUNDRY CO'Y
LIMITED

Everything in

Gray Iron Castings ::

27 Tansley Street, MONTREAL

Telephone No. : East 1418

Established 1888

ROBERTSON & HACKETT SAWMILLS Limited

Manufacturers of

Pacific Coast Fir and Cedar Lumber

DOORS AND RED CEDAR SHINGLES

Heavy Timbers and Long Timber for
Ship Building Purposes

WRITE TO US FOR PRICES

Office and Mills: FALSE CREEK, Vancouver, B.C.

EMBALMERS

TEES & CO.

Funeral Directors

912 St. Catherine Street West
MONTREAL
Telephone Uptown 1653



When buying a Cap ask for
The Cooper Brand
THE COOPER CAP CO., Toronto

1918 — SPRING *and* SUMMER — 1918

Call at

St. George's Store Reg'd

MYRAND & ROUSSEAU, Proprietors

Ladies' Exclusive Ready-to-Wear Apparel

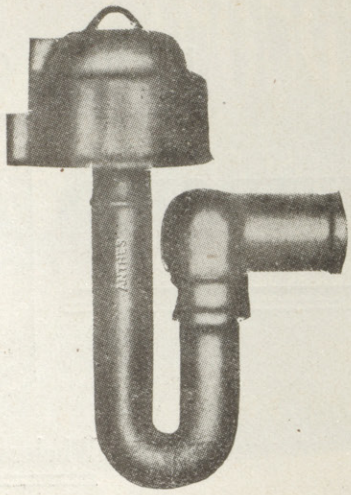
284 St. Catherine Street West, Montreal. *Tel. Uptown 5966*
172 St. John Street, Quebec. - - - - *Telephone 1144*

CANADA CEMENT COMPANY LIMITED
PORTLAND
CANADA
CEMENT
MONTREAL.

CANADA
CEMENT
COMPANY
LIMITED

HERALD BUILDING
MONTREAL, Que.

SEWAGE DISPOSAL SYSTEMS
FOR COUNTRY HOMES



REGISTERED DESIGN
"ANTHES" SEWAGE SYPHON

Anthes Foundry, Ltd
WINNIPEG, MAN.

The
DOUGALL VARNISH
COMPANY, LIMITED

The
Varnish

That Lasts
Longest

305 Manufacturers St., MONTREAL

FRANK A. PURDY - Sales Representative
S. P. HARRIMAN - Canadian Agent

CANADIAN BRANCH
Vapor Car Heating Co.
INCORPORATED

RAILWAY EXCHANGE

NEW YORK - - - - - - - 30 Church Street
ATLANTA - - - - - - - - Candler Building
MONTREAL - - - - - 61 Dalhousie Street
WASHINGTON, D. C. - - Munsey Building

CHICAGO
Telephone: Harrison 3848
MONTREAL
Telephone: Main 7281
MONTREAL, Que.
Cable Address: "Vaporheat"
Western Union Code

IF YOU MUST **HAVE THE BEST** obtainable you must

INSIST ON GETTING

WHITE STAR  **Yeast Cakes**

Wholesale Distributors:

MACDONALD COOPER LTD. . . . . Edmonton and Calgary, Alta.

MACDONALD CRAWFORD LTD. . . . . Moose, Jaw, Saskatoon, Swift Current, Battleford and Prince Albert, Sask.

MACDONALD CHAPMAN LTD. . . . . Winnipeg, Man.

A. MACDONALD & CO. . . . . Fort William, Ont. Vancouver, Nelson and Fernie, B. C.





"GANONG'S" HARD CENTRES *and* NUTS

"The Finest in the Land"

GANONG BROS., LIMITED, ST. STEPHEN, N.B.

The Rat Portage Lumber Company, Limited

Manufacturers of

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Shingles and Lath.

VANCOUVER, B. C.

Prairie City Oil Co. Limited

Importers and Manufacturers of

Illuminating and Lubricating

OILS

GREASES and SPECIALTIES

City Office: 601 Somerset Bldg. Main 2725
Works: Pine Street - - - Tel. Garry 2704

WINNIPEG



TRADE MARK

THE
W. R. BROCK COMPANY
(LIMITED)
Dealers in
DRY GOODS, WOOLLENS & CARPETS
WHOLESALE
TORONTO
60-68 Bay Street—41-47 Wellington Street
CALGARY
Cor. Eighth Avenue & Second Street West
MONTREAL
Cor. Notre Dame West and St. Helen Sts.
Cor. St. Helen and Recollet Streets

INGOT METALS
Pig Iron, Ferro Silicon, Ferro Manganese
Tin, Lead, Copper, Spelter,
Antimony, Aluminum, etc.
A. C. LESLIE & CO., Limited
560 ST. PAUL STREET WEST
MONTREAL

TETRAULT SHOE Mfg. Co.
LIMITED
The Largest Manufacturers of
MEN'S SHOES
in Canada
BAR NONE
BRANCH IN PARIS, FRANCE:
9 RUE DE MARSEILLES

Electric Repairs
FRED. THOMSON CO.
LIMITED
Manufacturing and Contracting
Electrical Engineers
326-328-330 West Craig Street
MONTREAL, Can.

MICKLE, DYMENT & SON
TORONTO BRANCH
Manufacturers of and Dealers in
Lumber, Lath, Shingles, Sash, Doors
and Planing Mill Work
1446 BLOOR STREET WEST
Phones: Junct. 1286—2030

Canadian Cereal & Flour Mills Company, Limited
Flour, Rolled Oats, Oatmeal, Cereals
MILLS AT:
Ayr, Galt, Stratford, Tillsonburg,
Lindsay, Cimbro.

MARX & RAWOLLE
OF CANADA, LIMITED
Manufacturers of
GLYCERINE and SHELLAC
516 ST. AMBROISE STREET, ST. HENRI
Cable Address: *Rawolle-Montreal*

The Standard Paint Company of Canada, Limited
Manufacturers of
Ru-ber-oid and Ka-lor-oid
ROOFINGS
Montreal, Toronto, Winnipeg, Vancouver

Brown's Copper and Brass Rolling Mills, Limited
GENERAL OFFICES AND MILLS:
NEW TORONTO, Ontario.
Cable Address: *"Copperbras"*

MAGNET HAND CAR ENGINES
Light—Easy to handle
Simple—Easy to operate
"THEY'VE GOT THE PULL"
Write
The PETRIE MFG. CO., LTD.
HAMILTON, Canada.

MONTREAL WOOD MOSAIC FLOORING COMPANY, LIMITED

W.C. ROADES, General Manager.

672 St. Catherine Street, West

MONTREAL, Canada

Telephone: Uptown 3631

BRITISH AMERICA ELEVATOR COMPANY : : : : : LIMITED

Operators of Country Elevators

Head Office:

WINNIPEG, Man.

S. GROFF & SON

Wholesale Importers and Jobbers

DRY GOODS SPECIALTIES

WINNIPEG, Man.

SOLE SELLING AGENTS

Hamilton Carhartt Overalls
American Signal Shirts
"Kant Krack" oCllars

Matthews - Blackwell, Limited

Pork and Beef Packers

PLANTS AT:

Toronto, Ont., Montreal, P. Q., Hull, P. Q., Peterborough, Ont., Brantford, Ont.

BRANCH HOUSES:

Winnipeg, Man., Fort William, Ont., Sudbury, Ont., Sydney, N.-S.

SMART-WOODS LIMITED

Jute and Cotton Bags

Hessians, Paddings, Twines, etc., Lumberman's and Contractors' Supplies, Tents, and Awnings.

Head Office: - - MONTREAL

Montreal, Toronto, Ottawa, Winnipeg

ELMHURST DAIRY

MONTREAL

TO THE RAILWAY EMPLOYEES AND TO THEIR FRIENDS

BE WISE

Follow the advice given by the rulers of our Country:

SAVE

and you will have done well.

Head Office and Fourteen Branches in Montreal.

Every courtesy and attention will be given to you whether your account be large or small.

THE

Montreal City & District Savings Bank

A. P. LESPERANCE, General Manager.

MACDONALD CRAWFORD

LIMITED

Wholesale Grocers

FRUIT AND VEGETABLES

SASKATOON, SASK.

WRAPPING PAPERS OF ALL KINDS

Kraft Wrapping,
Genuine Vegetable Parchment,
Imitation Parchment,
Tissue, Etc., Etc.

Munderloh & Co. Limited

51 Victoria Square, Montreal

J. W. McCONNELL, President,
C. H. McLEAN, Sec.-Treas.

ST. LAWRENCE SUGAR REFINERIES LIMITED

DOMINION EXPRESS BUILDING
MONTREAL

Cable Address—"LAWRENCE"

DOMINION TEXTILE CO., Limited

OPERATING

The Dominion Cotton Mills Co., Limited
The Merchants Cotton Company, Limited
The Montmorency Cotton Mills Company
The Colonial Bleaching & Printing Co. Ltd.
The Mount Royal Spinning Co. Limited

MANUFACTURING

All lines of White and Grey Cottons, Prints, Sheetings, Shirtings, Pillow Cottons, Long Cloths, Cambrics, Ducks, Bags, Twills, Drills, Quilts, Bureau Covers, Towels and Towelling, Yarns, Blankets, Ruggs, Twines, and numerous other lines used by Manufacturers in Rubber and other trades.

FRANK POWELL, Manager.

THE

NEWS PULP & PAPER

COMPANY, Limited

Herald Bldg, Montreal, Can.

MILLS AT: ST. RAYMOND, QUEBEC.

DARLING BROTHERS, Limited

MONTREAL

NORTHEASTERN LUNCH Co., Ltd

MONTREAL

HENRY MORGAN & CO.

LIMITED

Phillips Square

DEPARTMENTAL STORES

Factories:—Beaver Hall Hill

W. H. A. OLIVE. F. A. DORION.

OLIVE & DORION

CHEESE AND BUTTER EXPORTERS

55 William Street, Montreal

JENKINS BROS., Limited

Manufacturers of

VALVES

MONTREAL, Que.

GEO. HALL COAL CO.
OF CANADA, LIMITED

Lehigh Valley Anthracite
Reynoldsville Bituminous

Herald Building, **MONTREAL**

INTERNATIONAL MANUFACTURING Company, Limited

ESTABLISHED 1842.

BLACHFORD & SON

C. H. WRAY & BRO.
Successors.

FUNERAL DIRECTORS
PRIVATE MORTUARY

57 King Street - TORONTO

Phones 635-636

SMOKE

PHILIP MORRIS & Company
LIMITED

CIGARETTES

ESTABLISHED 1840.

JOS C. WRAY & BRO.

Undertakers

ONE OFFICE ONLY

290 MOUNTAIN STREET

MONTREAL

AMBULANCE HEADQUARTERS

THE

City Ice Company, Limited

Is prepared to supply you with Pure Ice

HEAD OFFICE:

299 ST. JAMES STREET

MONTREAL, Que.

Telephone: Main 8605.

THE

CANADA METAL CO.

LIMITED

Manufacturer of Sheet Lead, Lead Pipe, Tea Lead, Babbitts, Solders, Newspaper Metals, Die Castings and all White Metal Mixtures.

WE CARRY IN STOCK, INGOT METALS OF ALL KINDS

50 Brennan Street, Montreal

Telephone: Main 6464.

The Alberta Milling Co.
LIMITED

FLOUR
FEED
GRAIN

EDMONTON ALBERTA

MARSHALL-WELLS
Alberta Company Limited
EDMONTON, Alta.

Wholesale Hardware
Iron and Steel Merchants
Railway and Mining
Supplies.

Zenith Tools
and CUTLERY

AUTO ACCESSORIES

Kevillon Wholesale
LIMITED

EDMONTON, Alberta.

WHOLESALE DISTRIBUTORS OF

DRY GOODS, GROCERIES,
HARDWARE, DRUGS, PAPER
AND STATIONERY

Five distinct wholesale businesses under one roof and one management. Growing so fast we are overcrowded with 175,000 square feet to work in.

Manufacturers of Iron Clad Overalls, Work Shirts and Work Pants.

Outfitters of Survey and Engineering Parties, Construction and Lumber Camps. Etc., Etc.

THE EDMONTON IRON WORKS CO.
LIMITED

10419, 96TH STREET
EDMONTON, ALTA

IRON FOUNDERS
MACHINISTS
ENGINEERS

Manufacturers of
VanSlyke Brush Breaking Plows,
Dealers in Iron, Steel, Plate, Structural Steel, Steel and Wood Split Pulleys, Hangers and Couplings.

Asbestos Corporation of Canada
LIMITED

Crude and Asbestos Fibres

MINES: Thetford Mines and Black Lake

SALES OFFICE:

263 St. James Street, Montreal

Arthur Balfour & Company
LIMITED

W. A. BRADBURY, Agent.

TOOL STEEL

128 Craig Street West, Montreal

--:-- WAR STANDARD --:--

Regal. The flour that can't be beat,
Each day adds to its fame;
Graded with care of hard fine wheat,
A product worth its name.
Light fluffy pastry, just the kind
For epicures, a treat;
Leaving a memory behind
Of something good to eat;
Undoubtedly the "Queen of Flours"
Remember this, BUY SOME OF OURS.

— THE —
St. Lawrence Flour Mills Co. Limited
MONTREAL, Que.

H. P. ECKARDT & COMPANY

Wholesale Grocers

Church Street and Esplanade
TORONTO

Telephone: Main 4128

Howard Smith Paper Mills Limited
MONTREAL, Que.

Makers in Canada of

HIGH GRADE
PAPERS

Mills at Beauharnois and Crabtree Mills

Dominion Bridge Co'y, Limited

TORONTO BRANCH:
GEORGE E. EVANS, Local Manager
Imperial Life Building
20 Victoria St.

Head Office & Works: Lachine, P.Q.

P. O. Address: MONTREAL

BRANCH WORKS:
Toronto, Ottawa, Ont., Winnipeg, Man.

WATCHES

We are not official inspectors; but if you are in need of a new watch it will pay you to get our prices.

YEARS OF EXPERIENCE IN THE WATCH BUSINESS

C. A. OLMSTED & SON
WATCH SPECIALISTS

208 Sparks Street, Ottawa, Ont.

Telephone: East 371

NARCISSE GAGNON, Proprietor.

AIRD & SON
REGISTERED

BOOT AND SHOE
Manufacturers

482 Ontario Street East, Montreal

IMPERIAL RICE MILLING CO., LIMITED

VANCOUVER, B.C.

WE ARE OFFERING THE BEST VALUE IN

RICE

on the Canadian Market to-day

J. MENZIES, President D. McLEOD, Vice-President C. HARNWATH, Secretary

FALSE CREEK LUMBER COMPANY, Limited

Manufacturers of

Pacific Coast Fir, Cedar and Spruce Lumber

Telephone: Bayview 571

Corner Oak Street and Sixth Avenue, *VANCOUVER, B.C.*

T. T. GADD, Manager

CEDAR COVE SASH & DOOR CO., LIMITED

Cedar, Spruce, Fir Lumber and Shingles

High Grade Finish and Factory Goods

Telephone: Bayview 342

1101 Sixth Avenue, West, *VANCOUVER, B.C.*

WHALEN PULP & PAPER MILLS Limited

VANCOUVER, B.C.

Manufacturers of

SULPHITE PULP, LUMBER AND SHINGLES

Mills at: Mill Creek, B.C., Swanson Bay, B.C., Port Alice, B.C.

I. M. WINSLOW, Pres. & Mng. Director — ANDREW KELLY, Vice-Pdes. — T. A. IRVINE, Second Vice-Pres. — N. T. MAC MILLAN, Sec-Treas.

SECURITY STORAGE & WAREHOUSE Co. Limited

MOVING, STORING, PACKING AND SHIPPING
OF FURNITURE AND PIANOS

Members: American, New York, Illinois, Minnesota Warehousemen's Association.

Telephone: SHER. 3620 — connecting all departments.

Household Goods moved from house to house, packed for shipment, or stored in private locked rooms, pianos moved by experts.

FIRE AND BURGLAR-PROOF VAULTS FOR FURS AND VALUABLES

WINNIPEG, Canada.

WINNIPEG RAILROADERS : ATTENTION !

YOU WANT THE *Best Bread* AT ALL TIMES

ON THE ROAD AND IN YOUR HOME

Insist upon getting our product

THE SPEIRS-PARNELL BAKERY CO. LIMITED

666 ELGIN AVE. -:- -:- -:- WINNNIPEG

D. S. PERRIN & COMPANY LIMITED

Manufacturers of

FINE BISCUITS and NEWPORT CHOCOLATES

130 PORTAGE Ave., East WINNIPEG

BLACKWOODS AERATED WATERS

The Western People are rapidly finding out what excellent beverages our Aerated Waters are. They have found their way into ice boxes of thousands of homes.

They have life and snap that is invigorating, and a purity that is a safe thirst quencher on a hot day.

Are good in any season. Enjoyable at any hour. All good grocers sell them by the case, or at fountains, clubs, and cafés.

BLACKWOODS LIMITED. WINNIPEG, MAN.

LAURENTIDE
COMPANY
LIMITED

MANUFACTURERS OF

NEWSPRINT PAPER
:::: CARDBOARD ::::
SULPHITE PULP
Groundwood PULP

GRAND'MERE, Que.

"Rolland Quality"

Means the Best in

Writing, Bond and Ledger PAPERS

THE ROLLAND PAPER CO., LIMITED
High Grade Paper Makers
MONTREAL

ROBERT BURY & CO.(Canada)
LIMITED

MAHOGANY VENEERS
MAHOGANY AND HARDWOOD LUMBER

455 King Street West, Toronto

Gunn, Langlois & Co., Limited
PROVISION MERCHANTS

Eggs, Butter, Cheese, Poultry, Hams, Bacon, Lard, Shortening, Syrup, Honey, Peas, Beans, Etc.

105 St. Paul Street East, Montreal

THE
Laidlaw Bale Tie Co., Limited

WIRE
Manufacturers

HAMILTON, CANADA

LAPORTE, MARTIN LIMITED

Wholesale Grocers

Telephone: Main 3766

584 St. Paul Street West, Montreal

Canadian Anilines & Chemicals, Limited

Dyestuffs, Chemicals, Special Colors for Wood Stains, Certified Food Colors

Telephone: Main 3081

14 Front Street East, Toronto

P. P. Martin & Company, Limited

IMPORTERS OF

DRY GOODS

50 St. Paul Street West, Montreal

Phones: Office, M. 4972—Whse, M. 2702
Cable Address, "FRUITEX"

MONTREAL FRUIT EXCHANGE
WHOLESALE FRUIT MERCHANTS

AGENTS FOR
STEWART FRUIT CO., California
CHASE & CO., Florida

195 McGill Street, Montreal

The Whyte Packing Co. Limited
PORK & BEEF PACKERS

EXPORTERS OF
Hog Products, Eggs, Cheese, Butter, Etc.

33-35-37 William St., Montreal

Packing House, STRATFORD, Ont.

Swedish Steel & Importing Co.
LIMITED

Fine Tool
and Alloyed Steels

Canadian Express Bldg, Montreal

General Office and Warehouse, Montreal.

THE ROYAL BANK OF CANADA

Incorporated 1869

Capital Authorized	$ 25,000,000
Capital Paid Up	12,911,700
Reserve & Undivided Profits	14,564,000
Total Assets Over	335,000,000

HEAD OFFICE, MONTREAL

BOARD OF DIRECTORS:

SIR HERBERT S. HOLT, President. E. L. PEASE, Vice-Pres. & Man. Director
E. F. B. JOHNSTON, K.C., 2nd Vice-President
Jas. Redmond, G. R. Crowe, D. K. Elliott, Hon. W. H. Thorne, Hugh Paton, Wm. Robertson, A. J. Brown, K.C., W. J. Sheppard, C. S. Wilcox, A. E. Dyment, C. E. Neill, Sir Mortimer B. Davis, G. H. Duggan, C. C. Blackader, John T. Ross, R. Mac D. Paterson, G. G. Stuart, K.C.

OFFICERS:

E. L. PEASE, Managing Director C. E. NEILL, General Manager
F. J. SHERMAN, Ass. Gen. Manager M. W. Wilson, Supt. of Branches

Branches in every Province of the Dominion of Canada and in Newfoundland; in Hanava and throughout Cuba, Porto Rico, Dominican Republic, Costa Rica and Venezuela; Antigua, St. John's; Bahamas, Nassau; Barbados, Bridgetown; Dominica, Roseau; Grenada, St. George's; Jamaica, Kingston; St. Kitts, Basseterre; Trinidad, Port of Spain, San Fernando; British Guiana, Georgetown, New Amsterdam; British Honduras, Belize.

LONDON, ENG., OFFICE — PRINCES ST., E. C.

NEW YORK AGENCY:

CORNER WILLIAM AND CEDAR STREETS

SAVINGS DEPARTMENT at all Branches

INDIVIDUAL SEWAGE DISPOSAL

DO YOU LIVE IN THE SUBURBS WHERE YOU ARE NOT SERVED BY THE CITY SEWER ?

If you do, you will be interested in our Bulletin describing the

INDIVIDUAL SEWAGE DISPOSAL PLANT

Drop us a post card NOW and we will forward this circular by return mail.

ANTHES FOUNDRY LIMITED

TORONTO and WINNIPEG

SOIL PIPE and FITTINGS. GRAY IRON and SEMI-STEEL CASTINGS

Geo. W. Reed & Co.

LIMITED

ROOFING
ASPHALTING
SHEET METAL WORK

37 St. Antoine Street, Montreal

Canadian Westinghouse

COMPANY - - - - - LIMITED

Manufacturers of

Electrical Equipment
and Air Brakes

Factory: - HAMILTON, Ontario

OFFICES:
Winnipeg, Toronto, Montreal, Vancouver
Calgary and Halifax

THOMAS KELLY & SONS LIMITED

GENERAL CONTRACTORS

AND BRICK MANUFACTURERS

General Offices: 504-505 LINDSAY BUILDING

P. O. Box 994 WINNIPEG 'Phones: Main 286-287

TELEPHONE HIGHLAND 500 P. O. DRAWER 500

THE BRITISH COLUMBIA MILLS TIMBER AND TRADING CO.

VANCOUVER B. C.

Proprietors of

THE HASTINGS SAW MILL

Established 1865

Manufacturers and Shippers of

All kinds of Rough and Dressed Lumber, Lath, Pickets,
Mouldings, Shingles, Etc.

"STAR" BRAND

HAMS and BACON

Are the Finest

F. W. Fearman Co. Ltd

HAMILTON

Terminal Warehouse

REGISTERED

Fireproof Storage Warehouse

36 GREY-NUN St. MONTREAL

BONDED FREE

Main 8660—Shipping Room
Main 8661—Stock Ledger Keeper
Main 8662—Customs, Unclaimed and Mr. Fleming
Main 2760—Manager and Treasurer
Main 478—Warehouse 10, No. 27 Olier Street

Railroad Men

ARE YOU SUBJECT TO

ACCIDENTAL INJURY or SICKNESS?

IF SO,

See our **Accident Sickness Policy**
designed specially for
Railroad Men.

Prompt Settlement of Claims

During the past two years we have settled over five thousand claims and over 94% of these were paid within one day of receipt of proof.

The

Dominion of Canada
Guarantee and Accident Insurance Co.

"The Oldest and Strongest Canadian Casualty Company"

Col. A. E. Gooderham, *President*
C. A. Withers, *Managing-Director* J. L. Turquand, *Sec.-Treasurer*
Sherman E. Townsend, C.A., *Auditor*

Branch Managers:

E. ROBERTS . Lewis Building . MONTREAL
H. WALKER . Lindsay Building . WINNIPEG
E. P. WITHROW, Canada Life Bldg., CALGARY
H. W. FALCONER, Canada Life Bldg., VANCOUVER
E. R. MACHUM CO., Limited, . ST. JOHN, N.B.
ALFRED J. BELL & COMPANY, HALIFAX, N.S.

Head Office: TORONTO

SPECIAL RAILROAD AGENTS:

G. E. LAVOIE . . Quebec, Que.
H. COKER . . . Toronto, Ont.
THOS. McGOVERN, Montreal, Que.
J. E. KENT . . Winnipeg, Man.